

PERRY TOWNSHIP COMPREHENSIVE PLANNING STUDY

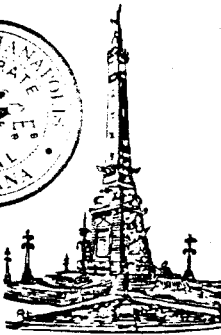
DATA INVENTORY

1988

Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana



WILLIAM H. HUDNUT III, MAYOR



CITY OF INDIANAPOLIS

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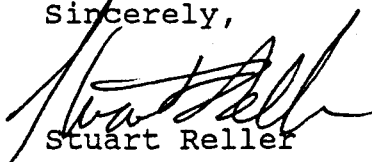
Dear Perry Township Citizens:

This Perry Township Data Book represents information relative to the suburban growth of the Township. The document provides background materials that will be useful in the preparation of the Perry Township Comprehensive Planning Study.

The Perry Township Comprehensive Planning Study will provide a public forum for a discussion of the opportunities and the issues in this developing area. The township realized a 69% increase in population from 1960 to 1980. A little more than one half of the land area is currently developed, and the remainder will present important development decisions over the next 20 years. The decisions that are being made now will impact the quality of life for current and future Perry Township residents.

During this study there will be an opportunity for all Perry Township citizens to participate in the planning process. The following materials provide a common base of knowledge to begin these important discussions. Additional information regarding the contents of this Data Book or information regarding the participation in the Perry Township Comprehensive Planning Study can be obtained from the City of Indianapolis, Department of Metropolitan Development, Division of Planning. Please contact Gary Jursik, Perry Township Planning Study Coordinator. Gary can be reached at 236-5139.

Sincerely,



Stuart Reller

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**PERRY TOWNSHIP
COMPREHENSIVE PLANNING STUDY
DATA INVENTORY**

**A Collection of Information
to Begin the Perry Township
Comprehensive Planning Study**

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**Department of Metropolitan Development
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May, 1988

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SUMMARY

Perry Township is located in the south-central portion of Marion County. During the past twenty-five years three different demographic scenarios have occurred in Perry Township. The northeast portion has experienced population stabilization and decline. The southwest portion of the township has experienced high population growth and the western portion of the township has remained principally undeveloped.

DEMOGRAPHIC PROFILE (1980 population 78,485)

- Population Growth

Between 1960 and 1970 Perry Township's population grew at a rate of 58.2% which was over four times the Marion County growth rate. From 1970 to 1980 Perry Township growth rate slowed to 6.7% and between 1980 and 1986, Perry Township's population grew .10%. Between 1980 and 1986 Perry had the second lowest population growth rate in Marion County. However, of the areas in the township experiencing population growth, the southeastern portion is growing fastest.

- Age

Throughout the township the percentage of population in the upper age brackets grew substantially.

- Racial Composition

In 1980 the township population was 98.16% white.

- Education

Perry Township residents followed the national trend of an increasing level of educational attainment over the last 20 years. In 1980, 28.5% of Perry Township residents had some college education.

- Income

With a \$9,765 per-capita income, Perry Township ranked fourth highest in the county.

LAND USE CHANGES

- Vacant Land

From 1973 to 1985, 2,542 acres of vacant land were developed. Even with this high development rate, 48.4% of the land in Perry Township was vacant in 1985.

- Residential Land Use

From 1973 to 1985 residential land use increased by 1,584.5 acres or 18.5%. The residential acreage constituted 29.6% of the total township acreage in 1973 and increased to 35% by 1985.

- Commercial Land Use

Land used for commercial purposes increased by 56.6% in Perry Township from 1973 to 1985. This represents, in absolute numbers, the conversion or development of 327 acres into some form of commercial use.

- Industrial Land Use

Land used for industrial purposes increased 24.3% from 1973 at 932 acres to 1985 at 1,158 acres. This increase represents 226 acres of new industrial land.

- Public and Semi-Public Land Use

Land used for public and/or semi-public uses increased by 18.2% from 1973 at 2,325 acres to 1985 at 2,347 acres. A 423 new acre of public or semi-public land increase.

ZONING CHANGES

- Residential Category

Residentially zoned areas, during the twelve year period from 1973 to 1985, increased by 481 acres which is only a 4.8% increase. The vast majority of this residential growth stems from the multi-family zoning activity. Multi-family zoning increased 34.2%, while single-family increased by only 1.2%.

- Commercial Category

Land zoned for commercial purposes increased by 531 acres (47%) from 1973 to 1985. This increase resulted in commercially zoned acreage comprising 5.7% of the total township acreage in 1985. This is a 47% increase from 1973.

- Industrial Category

Perry Township acreage zoned for industrial use decreased by 300 acres (20%) between 1973 and 1985. Although industrially zoned acreage showed substantial losses, this decline was limited to heavy industrial zoning. Light industrial zoning increased by 46 acres during the twelve year period.

- Public Category

Acreage devoted to publicly zoned property experienced a substantial increase of 692 acres between 1973 and 1985. This translates into a 32.5% increase over the same time period.

- Agricultural Category

Agriculturally zoned land declined by 1,404 acres (9.8%). Agricultural districts occupied 49.4 % of Perry Township's total acreage in 1973. Agricultural districts, by 1985, occupied 44.5%

LAND USE, ZONING AND COMPREHENSIVE PLAN COMPARISONS

- Residential Use

The 1984 Comprehensive Plan shows 20,906 acres (73.8%) of Perry Township land devoted to residential development. The Comprehensive Plan recommends more than twice the residential acreage that existed or was zoned in 1985.

- Commercial Use

The Comprehensive Plan recommends 1,447 acres (5%) of Perry Township, for commercial use. The Comprehensive Plan would support nearly 1.6 times the commercial acreage that existed in 1985. However, in 1985, the number of commercially zoned acres was 1,660.

- Industrial Use

Industrial use acreage and industrial zoning acreage were relatively equivalent at 1,158 and 1,186, respectively, in 1985. The Comprehensive Plan recommends

up to 2,937 acres (10.4%) of Perry Township for potential industrial development, the difference is over 1,700 acres.

- **Other Use**

The acres devoted to public or semi-public uses in 1985, the 975 acres of land actual used and 2,564 acres zoned, surpassed the recommendations of the Comprehensive Plan (707 acres). Acreage for 1985 parkland uses and parkland zoning both dramatically outweigh the designated parkland in the Comprehensive Plan. Only the "Streets" category in the 1985 Land Use Inventory equates with the Comprehensive Plan regarding developed acreage.

- **Agricultural Use**

According to the Land Use Study, 14,034 acres (48.4%) of Perry Township was vacant in 1985. This includes all acres that were being used for agricultural purposes. The Comprehensive Plan contains 707 acres of vacant land which consists of flood plain.

TRANSPORTATION SYSTEM

Perry Township's street system is designed in a grid-like pattern, with I-65, U.S. 31 and S.R. 37 serving as spokes that move traffic in and out of the downtown area.

- **Public Transit**

The Indianapolis Public Transportation Corporation (Metro) currently operates eight bus routes which service major residential, commercial and retail centers within the Township. There are also thirteen park-and-ride locations in this township.

- **Bridges**

There are 41 bridges in Perry Township, 4 of which have a structural condition rating of below satisfactory.

- **High Accident Locations**

Perry Township has eleven high accident intersections. In 1986 Marion County had 48 intersections that had a very high accident intersection rating, and four of these were located in Perry Township.

- Perry Township Roadway Network Performance

By the year 2005 there will likely be more areas of congestion than there are today. However, due to the priority improvements proposed in The Official Thoroughfare Plan, the congestion will be less severe than it is today.

- Planned Roadway Improvement

There are 52 projects proposed in Perry Township during the 1988-1992 transportation program period. These projects include: Long-Range Plan Improvements, Transportation System Management Improvements, Bridge Improvements and Interstate Improvements. The total projected cost of all these projects proposed during the 1988-1992 period is estimated at \$52,916,750.

PERRY TOWNSHIP PUBLIC SCHOOL SYSTEM AND PUBLIC SAFETY SERVICES

- The Perry Township Schools

The Perry Township M.S.D. has a current enrollment of 11,000 students, making it the third largest in Marion County. Enrollment in the district is beginning to trend upwards after steady decline since the mid-seventies. Currently, there are nine elementary, three middle, and two high schools serving the district.

- Police and Fire Service

The majority of the township receives fire protection from three stations of the Perry Township Fire Department. Future plans include delivery of a new aerial truck, and a fourth station to be located in the vicinity of Thompson Road and Harding Street. Police protection is provided primarily by the Marion County Sheriff's Department.

DEVELOPMENT DETERMINANTS IN PERRY TOWNSHIP

- Soils

Soil information indicates that a preponderance of currently urbanized land in Perry Township is rated "Severe" for urban development. The "Severe" rating was given to the soils in Perry Township because of: (1) a seasonal high water table, (2) slow permeability, and (3) the prevalence of surface water ponding. Overcoming these severely limiting soil characteristics requires both sanitary sewer service and associated surface water removal.

- **Sanitary Sewer Systems**

A large portion of Perry Township is served by sewers. However, an even larger section is not. All the developed areas not served by sewers rely on septic sewer systems.

The Department of Public Works recently conducted a study which identified areas where the likelihood of septic system failure was high. In Perry Township 30 areas were identified. Of the areas, four are presently being proposed for sewers.

- **Drainage System**

According to the Indianapolis Department of Public Works, inadequate drainage outlets constitute the major surface water drainage problem in Perry Township. This is primarily caused by erosion, which causes silting of the township creeks. In addition to the erosion problem, Perry Township's drainage problems are increased because the storm sewer system is often connected to the sanitary sewer system.

- **Gas, Electrical, Water Service**

All major developments in Perry Township are or can be served by gas, electrical, and water service.

PERRY TOWNSHIP PROJECTIONS

- **Residential Characteristics**

If Perry Township were to realize full development in the manner suggested by the 1984 Comprehensive Plan, it would experience a 151% increase in total housing units (47,900 units). This breaks down into 17,099 units of single-family and 30,185 units of multi-family housing.

- **Commercial Characteristics**

Full or total development as presumed by the 1984 Comprehensive Plan would result in an increase in commercial property of 544 acres over the 903 acres existing in 1985. At full development, a grand total of 12,327,000 square feet of commercial building space would occupy 1,447 acres of commercial land in Perry Township.

- Industrial Characteristics

Under the 1984 Comprehensive Plan's Full Development Scheme, the industrial base would be boosted 513% above the 1985 level in terms of developed acreage.

Square footage of building space would also increase 513% from 3,290,000 square feet to 20,169,000 square feet.

- Perry Township's Employment

Given the above increases in commercial and industrial characteristics, the total employment in Perry Township would rise from 19,971 persons in 1985 to roughly 46,000 when Perry is fully developed.

- Conclusion

Given the current Comprehensive Plan, the basic assumptions outlined previously, and recent development trends, Perry Township can expect to feel increasing pressure to rezone for commercial use parcels not planned for commercial development. Also, unless more viable property is made available for industrial development, not much new will happen in that sector for Perry Township. Residential development should continue to predominate.

INTRODUCTION

Purpose

The purpose of planning in Perry Township is to ensure the preservation, redevelopment and enhancement of existing development while encouraging efficient and orderly new development. Through the efforts of the city and the residents of the township, a plan can be developed with guidelines for the coordination of resources, reinforcement of township goals and the realization of township residents' ideas. Once the township plan is accepted by the township residents' advisory board and officially recognized by the city through its adoption by the Metropolitan Development Commission, it becomes a guide for implementing public improvements programs, (e.g. widening streets, providing service extensions, etc.), making decisions on zoning cases, inviting private investment, and creating an orderly land use pattern for the development of Perry Township specifically and Marion County as a whole.

What Is Township Planning?

A township plan is a detailed plan of a part of the county. This plan is a refinement of the overall Comprehensive Plan for Indianapolis. Since its major function is to guide development, the plan does not mandate action, but outlines the necessary steps to action. Township planning seeks to guide both the short-term and long-range improvements, but is focused principally on those changes which may require considerable time and effort to accomplish.

A vital part of township planning is the involvement of the residents. For this to occur, expressed needs and desires of the residents are examined and interpreted through an organized process involving the active participation of those for whom the planning is done. Assets, problems, and community resources are researched, all leading to recommendations for improvement. Meaningful goals, policies, plans, and programs result when citizens, planners, and local agencies exchange information. The end product is a consensus document reflecting a partnership between the township residents and the city. The township plan sets the stage for continuing community-government relations and shows the steps required for implementation over a 20 year period.

The Process

The staff of the Division of Planning, Department of Metropolitan Development, other city agencies, the Perry Township Advisory Board and other interested groups and individuals work together in the preparation of the Perry Township Comprehensive Plan. The process includes the following principal steps: 1) preparation of a data inventory; 2) identification of neighborhood assets and problems; 3) establishment of neighborhood issues; 4) preparation of planning recommendations; 5) review and update of planning recommendations; 6) preparation of a general land use and a specific zoning plan; 7) preparation and printing of the final plan; 8) adoption of the plan by the Metropolitan Development Commission.

Chapter One

PERRY TOWNSHIP HISTORY

For Samuel and Mary Bryan, their arrival in Perry Township represented the culmination of twenty-two years of migration that had followed the ever-expanding frontiers of the new country.

A nephew of Daniel Boone, Samuel Bryan and his wife had accompanied the legendary figure in 1799 when he led a group of settlers from North Carolina into Kentucky. Mrs. Bryan was, in fact, the first white woman to ford the Columbia River into that state. Ever looking for a permanent place to farm and raise their family, their quest brought them to Perry Township in 1821 with the first groups of immigrants who had been encouraged by the "Treaty of 1818" which opened up the central part of Indiana for settlement. They are among the first recorded settlers of the township.

When they arrived, Perry Township (named for Commodore Oliver Hazard Perry) was little more than dense, uninhabited wilderness. Only three years had passed since the treaty with the Delaware Indians, and less than two years since the "Indian Evacuation" of 1820. Further, it had not yet been a full year since the "City of Indiana" had been "laid off" on the east bank of the White River at the mouth of Fall Creek in preparation for the relocation of the state capitol from Corydon. The soon-to-be capitol, in actuality, consisted of no more than a handful of rough cabins and the aspirations of Governor Jennings and the General Assembly that had ordered the organization of the city only the previous year.

Other early settlers vying for the best homesteads in the township were Randall Litzey, Samuel Brewer and Jacob Smock. Jacob Smock had migrated by way of Kentucky early in 1822 and settled on a tract of land south of Buck Creek which was later to become the City of Southport. His first endeavor was to build a grist mill on the creek. The effort was soon abandoned due to the seasonal variations in the creek's water level and current. Mr. Smock continued to farm his homestead and later served as Deputy County Clerk until 1844 when he was elected Justice of the Peace for the township. In 1892, he became Assistant Adjutant General, Department of Indiana, of the GAR.

One of the first official acts of the newly-appointed County Commissioners (John McCormack, John T. Osborn, and William McCartney) was to survey and lay out its nine townships. The population of the county was so small at the time that the townships were combined until the time that population and convenience called for separation. Thus, Perry Township in 1821 was known as Decatur-Perry-Franklin Township. Decatur was the first to be declared a freestanding township in August of 1823 and an apparent indication of its slower growth, Perry Township was the last to be separated in September of 1827.

The original boundary between Perry and Decatur Township was simply an extension of the west boundary line of Center-Warren Township (Range 3 East, 2100 West). Later in the 1820's, however, it was modified to follow the channel of the White River. While this was a more obviously distinguishable line, it has caused difficulties over the years as the channel shifted or was rerouted. Today there are still ambiguous parcels along the river which are occasionally contested as development occurs. One such memorable instance resulted when Indianapolis Power and Light Company built along the river in the early 1900's. The court case to decide jurisdiction for taxation purposes took over twenty years to resolve.

Townships having been defined, the next order of business was the conduct of the first local elections. At stake was the position of Justice of the Peace - a particularly important post since it was to be the only elected position at the township level for ten years. As such, the Justices filled very important places in the community and wielded considerable political, as well as judicial, power.

Accounts of "The Election of '21" provide an interesting commentary on the life and times of this pioneer period in the county's history. The elections were vigorously contested by the candidates and, according to at least one account, the contentiousness was in direct proportion to the generosity of the supply of alcohol made available by candidates to potential supporters. This resulted in the comment that "there was absolutely no reason for any man to go thirsty" that election day.

The elections themselves resulted in a mixed lot of Justices - some displaying modest legal backgrounds, while others were of both dubious qualification and integrity. It was reported that considerable leeway was often exercised in the administration of justice in those days, so that the impartial observer might detect an element of arbitrariness (as well as humor) in their judgements.

According to written accounts, one of the more suspect of the Justices was Lesmund Basye of Center-Warren Township. He is credited with having usually ruled for the plaintiff (as often wrongly as rightly) on the assumption that "it stood to reason that a man would not bring a lawsuit against another unless there was some cause for it". Although perhaps apocryphal, this same gentleman was reported to have been confronted during the campaign by an opponent with the question: "Should you be elected and a person was brought to you charged with burglary, and proven guilty beyond the shadow of a doubt, what would you do with him?" Basye is reported to have studied the case for a moment, raised his spectacles, looked wise and replied: "I would fine him one hundred dollars, and compel him to marry the woman."

At the direction of the County Commissioners, the election for Decatur-Perry-Franklin Township Justice of the Peace was scheduled to be held at the home of Peter Harmonson. Mr. Harmonson was then appointed the inspector for the election by the commissioners. And, perhaps inevitably, Mr. Harmonson was elected the township's first Justice of the Peace. One can probably conclude that he fulfilled his duties adequately since no further mention of him was discovered in the course of this research.

Transportation has always been critical to the growth of a community. This was - and continues to be - particularly true of Perry Township. On May 14, 1822, the commissioners divided the county into road districts and appointed a Road Supervisor for each. The supervisor appointed for Decatur-Perry-Franklin was Elias Stallcop. In addition to reporting on the condition of the roads and directing their repair, he was also responsible for maintaining law and order along their rights-of-way. Since the fledgling community was set in its determination to maintain law and order, supervisors were early evaluated on their ability to bring indictments for "assault and battery", and "affray".

The Indiana General Assembly of 1821 ordered state roads to be "cut" to the new capitol. One of the more prominent of these was to proceed from Madison to Indianapolis by way of Vernon, Columbus and Perry Township (a close approximation of the current State Road 7). The appropriation for this road was \$6,357 and, as most state roads of that day, was to be 48 feet in width with smaller trees cut even with the ground while larger trees were to be cut at a height of twelve inches. Once the road had been "viewed" and marked, it was the duty of the Road Supervisor to open the road for travel.

In order to accomplish this, the Legislature passed the Road Law of 1824. It provided a road tax that was payable in work, or its equivalent in money at a rate of 50 cents a day. Under the law, each male, "with the exception of preachers of the gospel", between the ages of 21 and 50 was assessed 3 days' work - or \$1.50. Additional levies were assessed on the following scale:

- Owners of from 40-80 acres.....1 day additional
- Owners of from 80-160 acres.....2 days additional
(Each additional 160 acres, one day to a maximum of ten days)
- Owners of town lots, per lot1 day additional
(Up to a maximum of six days)
- Licensed tavern, store and6 days additional
grocery keepers (if not property owners)
- Owners of a wagon and team of two2 days additional
or more horses or oxen (used as a "road wagon")

As an indication of the Legislature's resolve to improve transportation, road supervisors were given broad authority to "call out the hands", and were empowered to even exceed its specifications if needed.

Once the road was cut, almost the only improvement attempted was to "corduroy" (or more commonly, "cross-lay" or "cross-way") swampy areas. This consisted of laying small logs closely together crosswise the road and covering them with dirt. Passage was difficult at best. Coaches making the trip from Indianapolis to Madison could only get as far as what is now Southport before they had to stop to take on supplies. In fact, an article in the December 16, 1976 issue of the Indianapolis News attributed the naming of Southport to one such trip. According to the article, a sailor traveling to Louisville by land schooner on the Madison Road about 1835 noticed the coach falter and then stop

at Buck Creek and yelled: "she's laying to - she can't weather the first port south. Run up the sails lads".

With the removal of the state capitol from Corydon, southern Indiana was frustrated by the lengthy delay in information reaching them - often nine or ten days. This impatience showed itself in a January 14, 1825 article in the Lawrenceburg (Ill.) Palladium which complained of the lack of news from the General Assembly that was meeting in Indianapolis. Attempting to find some good in the situation, it found none "unless the Legislature was wanting to have a place....where they might vote as they pleased, and no person know anything about it - just abridge the Journals a little. They have found just such a place we guess as Cowper was wishing for when he said -

"Oh, for a lodge in some vast wilderness
Some boundless contiguity of shade'."

During the years 1834 to 1850, the state devoted nearly all of its public resources to the development of roads and a canal system that was to link Indiana with other centers of population and commerce. The canal system failed, leaving the state in virtual bankruptcy. At about the same time, however, the steam locomotive came into its own as a principal mover of people and commodities. In the late 1840's and early 1850's, emphasis was placed on the development of a rail system that would accomplish what the canals had failed to do - with far-reaching consequences for the development of Perry Township, Indianapolis, and the state.

As early as 1827, the Madison and Indianapolis Railroad was operational, linking that port city on the Ohio River with the state capitol. (Today, this is the Conrail line running parallel to, and east of Madison Avenue in Perry Township). Goods from Indianapolis were to be loaded on freight cars, transloaded at Madison onto barges and distributed throughout the country. This intention was never fully realized, but its success from 1846 to 1850 spurred intense interest in railroad development within the state.

In 1847, the Monon Line was chartered as the New Albany and Salem Road. It was extended through Perry Township to Indianapolis and, later, to Michigan City. It began operations in 1854. First laid in "strip rail", it was converted to "T-rail" in 1855-56. In 1859 it was renamed the New Albany and Chicago Railroad. It then went through a number of reorganizations under foreclosure before being consolidated with the Chicago and Indianapolis Air Line in 1881.

Another line that transected Perry Township was the Jeffersonville Road. Laying of track between Jeffersonville and Edinburg was completed by the year 1852. Then, under lease agreement with the Madison and Indianapolis Railroad, service was extended to Indianapolis. In 1863, the segment of track was purchased and the line consolidated as the Jeffersonville, Madison and Indianapolis Road. No matter what the name, however, it was universally known as "The Jeff".

Due to the national economic recession of the late 1950's, continued development of the railroad system was abandoned for a dozen years. The recession did not have much of an effect on the local economy. But the large loans necessary to finance railroad construction (usually from East Coast banks) were unavailable during the period.

The Civil War proved to be a boon to the development of Indianapolis. Strategically located, the city served as a staging area for troop movement to the front. By 1865, half of the population was new to the city. By 1870, the city had realized a 150% population increase over pre-Civil War times, capital investment in industry had increased from \$770,000 to \$8,300,000, and employment had risen from 713 to 6,167. Union Station was handling an average of 76 trains a day. "Indianapolis had made a great and irreversible step forward".

Most of this tremendous progress was not shared by Perry Township. The very conditions that made the city's progress possible (i.e., the roads and the railroads), were the main obstacles that stayed similar growth in the township. The tentative condition of the roads and the constant congestion at their intersection with the railroads (particularly the emerging belt railroads) served to all but isolate Perry Township from the northern part of the county.

This is not to say that these boom times had no effect on the township at all. The growth of the city and the housing of between fifteen and sixteen thousand soldiers at a time created a great demand for produce. This need was met in part by farmers in Perry Township and established a tradition that carried into the 1930's and 1940's. According to a survey recently completed by the Historic Landmarks Foundation of Indiana, Perry's role as provisioner for the city developed into a concentration of greenhouses, truck farms and nurseries in the western part of the township (many along Bluff Road) that later served the entire central region of Indiana and beyond. The farms were owned and operated by thrifty German immigrants such as the Brehobs, Wagahofs, Peepers, Hohns, Grubs and Schlenzkers. At its peak, the area contained the largest concentration of greenhouses in the country. It was not until much later that improved refrigeration techniques brought pressure from California and Florida resulting in a decreased demand and the eventual removal of many of the greenhouses. A few of the original families, such as the Brehobs and Aufderheides, are still operating businesses at their original homesteads.

The "long depression" that followed the financial panic of 1873 marked a time of relative stagnation in Indianapolis. Geared to the rapid growth years of the Civil War and Post-Civil War era, the recession took its toll on the local economy. From 1875 to 1879 the assessed valuation of land skidded from \$69,000,000 to \$48,000,000. By 1888 only six of sixteen banks remained in the city.

It was not until 1888 that the next wave of growth broke over Indianapolis. The growth was fueled by natural gas which was brought to the city that year. As one chronicler put it: "The economic force which made possible the golden age of the 1890's was natural gas". And a Golden Age it was! By 1890 the number of manufacturing firms increased

by 60%, capital investment by 141% and product value had realized an 88% increase. This was just the beginning. The following ten years were remarkable in the city's history and saw the population more than double.

One of the chief factors leading to the growth of the next decade was particularly significant in that it established a local tradition that has served the community well up to the present day. This was the formation of the Indianapolis Commercial Club.

The Indianapolis Commercial Club was an organization of local businessmen and professionals that specifically dedicated themselves to working with the city government toward the economic and political betterment of the city. It was the driving force behind the introduction of "pipelined" natural gas to the city. Another major accomplishment of the group that had even farther-reaching consequences for the city (natural gas supplies having been depleted in a brief ten year period) was the re-drafting of the city's charter. The new charter of 1891 strengthened the executive branch of government, restructured it into six departments and outlined their responsibilities to the mayor. The new charter was acclaimed as "the milestone from which Indianapolis' career as a modern, progressive city must be dated".

Another provision of the new charter that received less attention initially allowed the city powers of annexation. Shortly after adoption, the city in fact carried out its first annexation in Perry Township, annexing an area immediately west of what is now Beech Grove. This "threat" of annexation was one of the principal forces that set a pattern of growth for Perry Township which resulted in the incorporation over the ensuing years of its suburban, residential communities.

The development of Perry Township, in fact, might most appropriately be described in terms of the growth of its small, suburban communities. Growth in Indianapolis had initiated a modest pattern of suburbanization as people began to search for a quieter, more familiar environment in which to live. It was this trend that slowly populated communities in Perry Township such as Southport, Homecroft, University Heights, Edgewood and Glens Valley. (One notable exception to this rule was the development and incorporation of Beech Grove).

Road access to the township had always discouraged settlement. In 1905, however, the General Assembly passed a law that began to open the door to home construction and resettlement in Perry. In that year the Legislature adopted a law authorizing the City of Indianapolis to require track elevation of the railroads (under the conditions that the elevation not cost in excess of \$400,000 in any given year and that the city pay 25% of the total cost). The Board of Public Works immediately ordered the elevation of the Vandalia, Big Four, and Union tracks over Kentucky Avenue at West Street. The following year it ordered the elevation and road subwaying of the Big Four tracks over Valley Avenue. With these steps, the city began what proved to be the slow process of eliminating the principal barriers to development in the south-central area of the county. It was a simple matter of time before that development followed.

Predicted to become the "greatest of the suburbs of Indianapolis", the settlement of Beech Grove was the direct result of the location of the construction and repair shops of the New York Central Railroad. Investment in this "greatest locomotive hospital in the world" was in excess of five million dollars - a sum that was incomprehensible to most residents. By 1910, five of the projected nineteen buildings were in operation, employing 1,000 men. It already had switching accommodations for 16,000 cars.

The company had purchased 1,600 acres of land and these were platted in three sections between November of 1906 and October of 1907. On June 7, 1906, Louis McMains and 52 others filed for the incorporation of 1,708.5 acres populated by 233 residents. It was to be known as Beech Grove. The election was held on June 19, 1906, at the home of John Tacoma on Sherman Drive. The incorporators were not without opposition, however, as farmers banded together against employees of the Yard. The election was in favor of the incorporators, but the results were appealed to the County Commissioner's Court which ruled the election invalid on a technicality on July 14, 1906. This decision was in turn appealed to the Circuit Court of Appeals which over-turned the Commissioner's Court decision on October 20 of the same year (justice being considerably swifter in those days than now).

The ensuing election of November 9, 1906 installed John Woche, Louis McMains and Herman H. Wheelburg trustees, and Harry E. Marsh clerk-treasurer as the first Town Board. By 1910, a new school had been built, new business and major church denominations had located in the community and "the Sisters of St. Francis bought a block of 30 lots, on which they propose(d) to build an eighty-thousand dollar hospital". In that same year the interurban rail system was extended to Beech Grove linking it to Indianapolis. The town was well on its way.

The establishment of Indianapolis University (then Indiana Central University), as it turned out, was inexorably interrelated to the settling of University Heights. The relationship stemmed from a marketing scheme (perhaps unique to the time) of developer William E. Elder. Early in 1902, he offered to donate eight acres of land to be used as a campus and proposed to build a \$40,000 college building on the site which he would then deed to the White River Conference of the United Brethren in Christ - a generous endowment, to be sure. In return, the church was to simply furnish buyers for the 446 lots he happened to be developing at the time in his University Heights Sub-division. Recognizing no conflict between God and Caesar here, the Conference accepted with the conviction that the site "presented the ideal combination for (christian) college life of country surroundings with easy access to all the advantages of the city". The campus building was occupied in 1906 and, by 1910, counted a faculty of 15 with an enrollment of 200 students.

Platted in 1904, the subdivision lots had been sold and settled by 1907 when the community filed for incorporation as University Heights. The resulting vote was overwhelmingly in favor of incorporation and, in May of 1907, the town was formed and a Board elected.

The town of Edgewood, further down Madison Avenue which forms its Main Street, was also "laid off" by William Elder in 1907. It was born as Stop 7 on the interurban route but soon adopted the name of Edgewood due to its proximity to extensive stands of timber on all sides. It was suburbia of 1907. Access to the city was provided by the interurban and later, when the interurban fell into disuse, by Madison Avenue itself. Over the years, improvements were made to the road. The last major improvement was to five miles of road through the town in 1962 at a cost of five million dollars.

Edgewood grew up in the 1920's and 1930's reaching a peak of 1,200 families in 1962 according to the June 24, 1962 report of the Indianapolis Times. At that time, it also was home to the only State Senator to be elected from south of Washington Street, Senator Martha Burnett (Rep. Johnson and Marion Counties). It was her father, Otis Burnett, that had built a majority of the homes in the community.

The town also enjoyed a certain notoriety in sporting circles as the home of the Kautsky Indians (a professional basketball team owned by one of the original settlers) and the Edgewood Wheelmen - one of only two bicycle clubs operating in the county at that time (the other being located in Speedway).

Easily the oldest established town in Perry Township (and one of the first in Marion County) was the Town of Southport which had been incorporated in 1853. Originally settled in 1822 by Jacob Smock, by 1902 it had already grown congested to the point that the Town Board was compelled to enact ordinances that prohibited a bicycle being ridden in excess of four miles an hour (and also requiring the rider to dismount when passing a pedestrian - obviously discouraging the practice on busy streets), confined baseball throwing to backyards and fields outside the town limits, and forbid anyone over 12 from bathing in Buck Creek during daylight hours.

Containing many significant older homes, the oldest in the community by account of the Indianapolis News (December 16, 1976) was a one-story wooden house situated "on Main Street just around the corner from Shirttail Bend". This local landmark was derived from a residence adjoining the property which housed a fiercely determined mother of ten sons who could be seen on any given day of the week hanging shirts to dry, their "tails" blowing in the wind.

Before Edgewood established its fascination with sports, Southport had already realized a degree of excellence in the local and national sports world. This pride was centered in the local high school and the prowess of its athletes. The December 16, 1933 issue of the Indianapolis News was lavish in its praise of the new Southport High School which had been built at a cost of \$250,000 and was "equipped with every modern device, including drinking fountains, (indoor) restrooms and a library".

Notable graduates on which the affection of a grateful community was lavished were Charles Herbert "Chuck" Klein, who gained acclaim as a hitter with the Philadelphia Nationals and Chicago Cubs and Oral "Hildy" Hildebrand, who pitched for the Cleveland Americans and once came within one out of pitching a perfect game ("Hildy" was later

to serve as a member of the Town Board). This sports tradition continues today. As recently as 1980, the Southport High School girl's basketball team defeated Columbus 67 to 63, in overtime, to capture the first state girl's basketball championship.

Autonomy has been a cherished tradition with most suburban communities over the years, and the imminent implementation of the "Unigov" legislation which extended the corporate boundaries of Indianapolis to the county line no doubt precipitated the Town Referendum of 1969 in which Southport voted to change the community's status from that of a Town to "5th Class City", thus avoiding assimilation by Indianapolis.

Platted in 1923 by Frank Gates, Homecroft was similarly distrustful of the Big Brother to its north. In 1951 the community, anticipating annexation, petitioned for incorporation as a town before the City Planning Commission. At the time, Indianapolis was strongly opposed to the incorporation, pointing to the example of Woodruff Place which was surrounded by, yet not part of, the city.

Faced with certain denial, the town unexpectedly withdrew its petition without explanation on the day of the hearing. The city's victory was short-lived, however. Unknown to it, the town petitioned for incorporation later the same week before the County Plan Commission. Lawyers Ed Grimes and Scott Ging successfully argued that, under a 1947 State law, the city lacked jurisdiction in their case. Despite the pleas of the commission's president, Harry Claffey, for time to study the matter, the petition was brought to a vote the same day --- and passed.

After their victory, the political organization of the town seemed to have been anticlimactic and, in the mind of residents, apparently not all that important. When interviewed by the Indianapolis Star in 1976, board member Ed Gates (son of the developer of the town) recalled no elections having been held since the first. In his summation, he concluded: "We all just keep on doing what we're used to, and no one seems to object".

The pattern of development in Perry Township remained consistent through the 1940's and into the 1950's. It remained a township of small communities with a strong sense of self-identity and history. The pattern changed at that time, however, as a result of a number of factors.

The first - and probably the most significant - was the re-design and construction of the northern segment of Madison Avenue in the 1950's. The thoroughfare was transformed into an expressway with overpasses diverting east-west traffic over the depressed corridor to Pleasant Run. The effect was to open up virtually unrestricted traffic flow through the industrialized near-southside of the city which had stunted its normal development for nearly a hundred years. Perry Township suddenly became an "accessible" as well as a desirable place to live.

Another growth factor was the emergence of Greenwood at the Johnson County line as a population and commercial center. Its impact resulted in an 850% increase in housing just across the township line in Perry over a fifteen year period - 1960 to 1975. Further

facilitating the development was the completion of the southern leg of I-465 through the township in the late 1960's and the completion of I-65 in the early 1970's.

History being the tutor of the present, this background should allow a better realization of Perry Township's continued dependence on the larger population centers to its north and south that polarize (and will continue to polarize) its growth. It is with awareness of these forces that this current plan is undertaken in an effort to focus these energies on development that is both positive and consistent with the township's character.

Chapter 2

PERRY TOWNSHIP DEMOGRAPHICS

During the past twenty-five years, three different demographic trends have occurred within Perry Township. The northeast portion has witnessed a history of stabilization and decline similar to that of the urban central city. The southeast portion of the township has seen high population growth as a result of the completion of the interstate system which allowed people to move farther away from the regional center. Finally, the western portion of the township has remained fairly undeveloped due to the constraint of the White River flood plain.

In order to investigate these trends in more depth, Perry Township has been divided into three subareas. Subarea One includes the area west of the Illinois Central Rail Road. Subarea two includes the area east of the Illinois Central and north of Thompson Road while Subarea Three encompasses all that area south of Thompson Road and east of the railway.

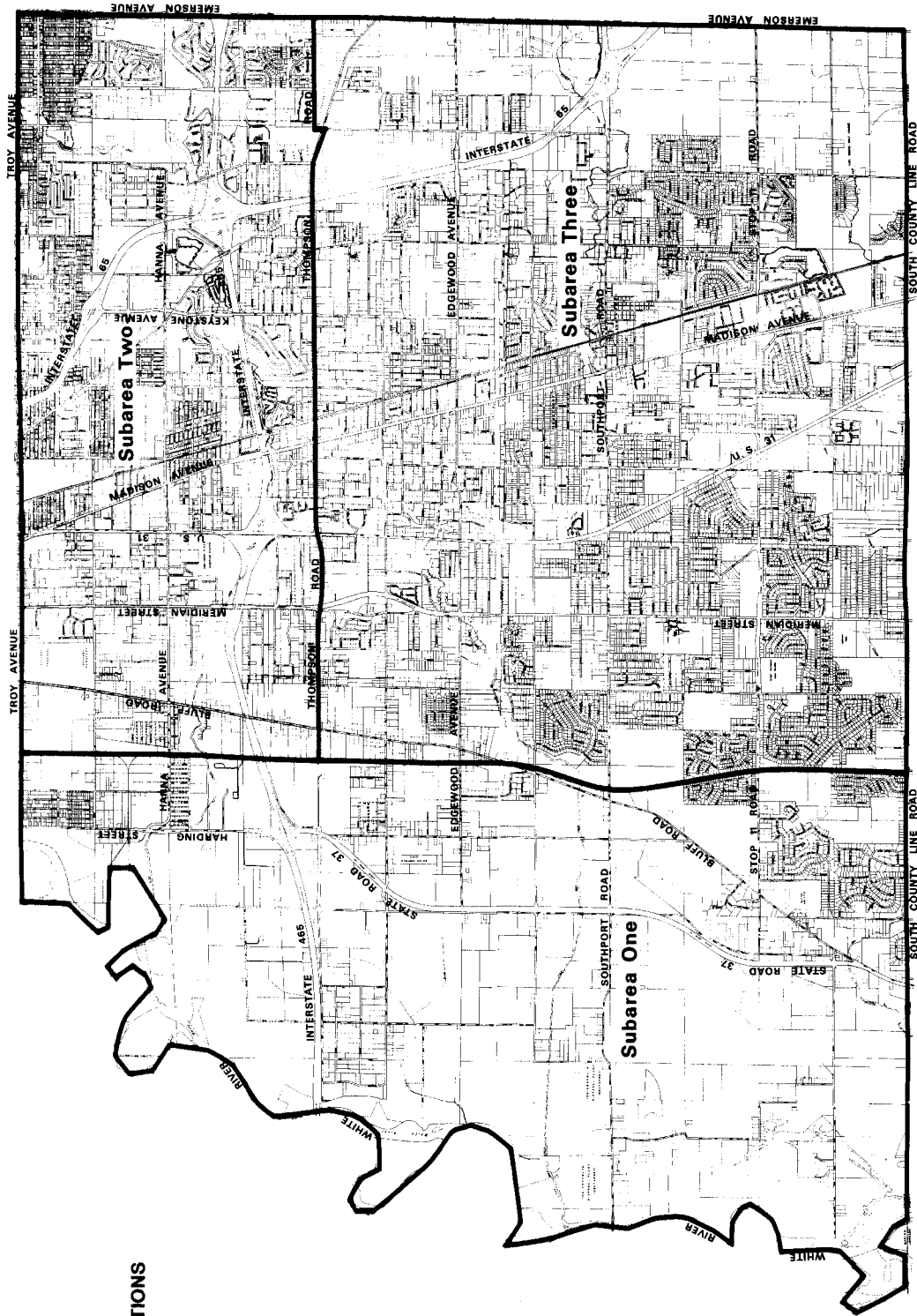
Population

Between 1960 and 1970, Perry Township grew by 58.20% which was over four times the Marion County growth rate of 14%. The growth rate in Perry dropped between 1970 and 1980 to 6.56% (significantly different from the decrease of .06% that the county experienced.) Between 1980 and 1986 Perry Township's population grew by .10%, less than half of the county-wide growth rate of 2.58%.

Perry Township's rate of population growth between 1960 and 1970 was higher than all other townships except for Pike and Lawrence Townships which had growth rates of 124.76% and 92.6%, respectively. During the 1970's, however, Perry's growth rate was fifth among Marion County townships. Pike again had the highest growth rate with 69.2% followed by Franklin, Decatur and Lawrence Townships. Center Township had the highest decrease in population (-23.8%).

Between 1980 and 1987 Perry had the second lowest population growth rate of any Marion County township. Pike was the highest with a 30.05% growth rate followed by Lawrence (9.52%), Franklin (8.82%), Decatur (6.66%), Warren (3.32%), Wayne (2.69%), Washington (1.82%), Perry (.097%), and Center lost population (-2.54%).

Analysis by Perry Township subarea indicates that the growth pattern was not uniform across the entire township. Subarea One grew by 4.76% between 1960 and 1970. This growth rate increased to 28.6% between 1970 and 1980. The population in Subarea Two increased by 28.8% during the 1960's but the subarea lost population during the 1970's (-.6%).



MAP 1 / SUBAREA LOCATIONS



Department of Metropolitan Development, Division of Planning
 Indianapolis Marion County, Indiana
 The preparation of this map was financed in part by a Community
 Development Block Grant

FIGURE 1
PERRY TOWNSHIP
PERCENTAGE POPULATION CHANGE 1960-1980

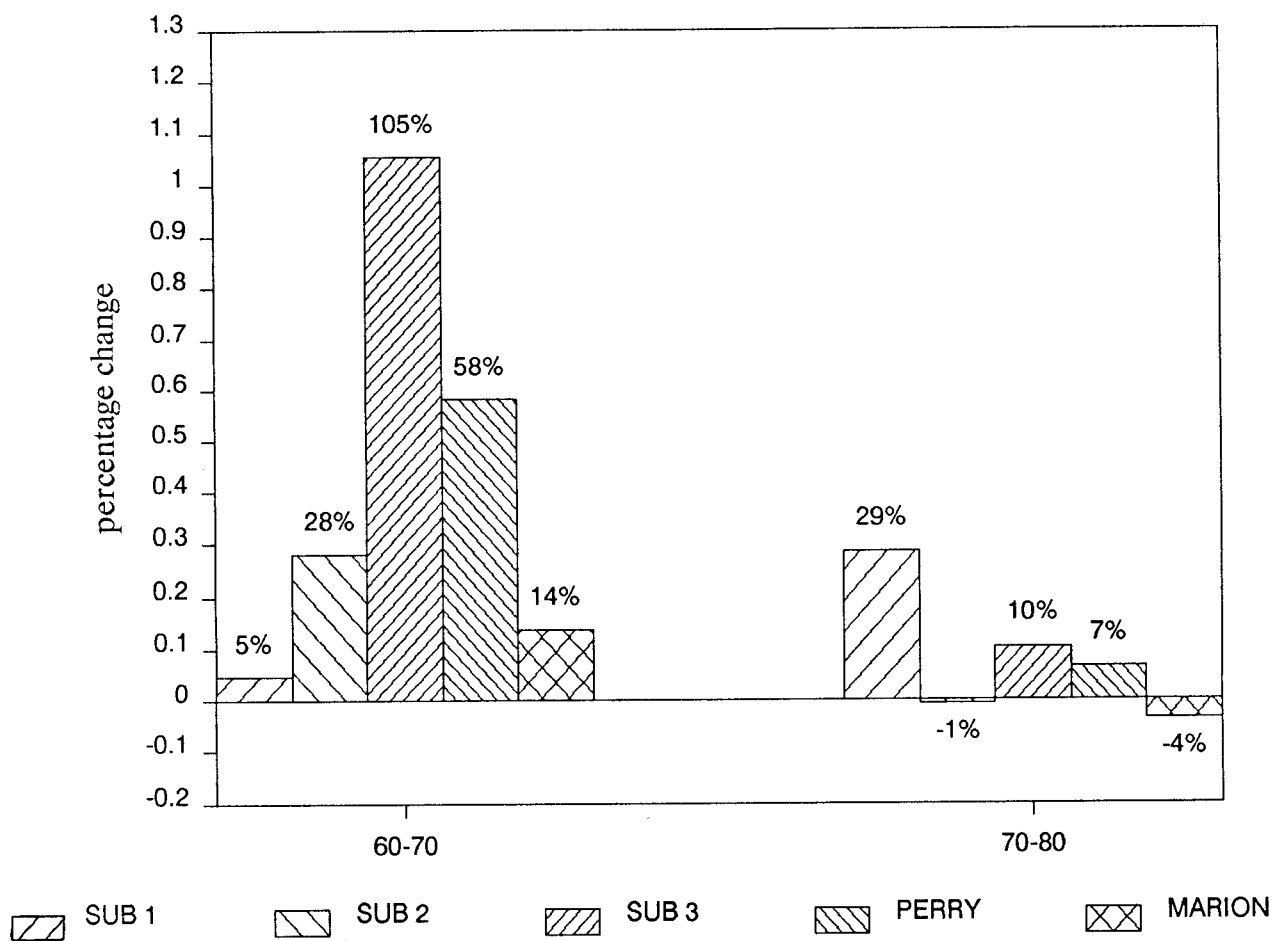


FIGURE 2
PERRY TOWNSHIP
TOTAL POPULATION CHANGE 1960-1980

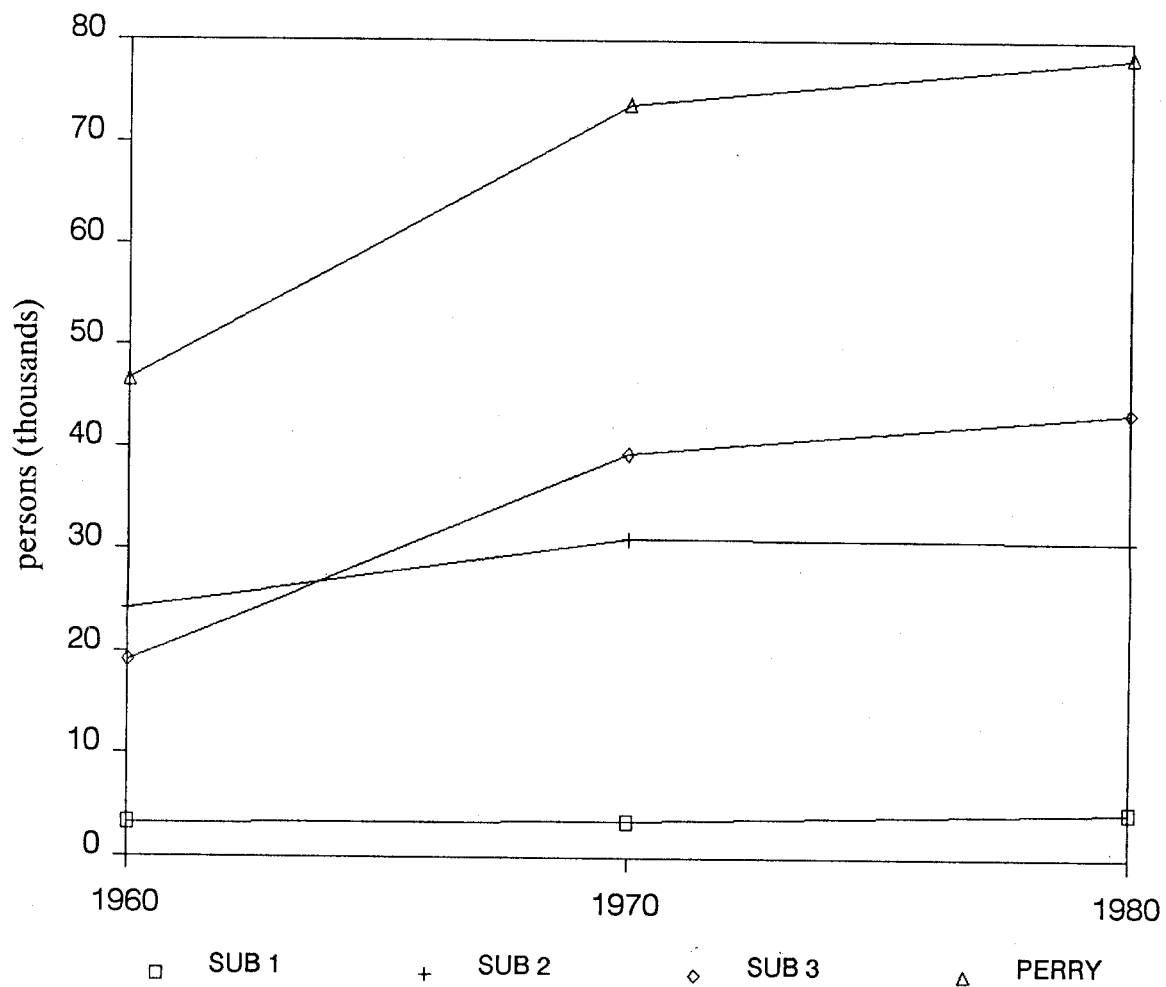


FIGURE 3
PER-CAPITA INCOME
1979-1983

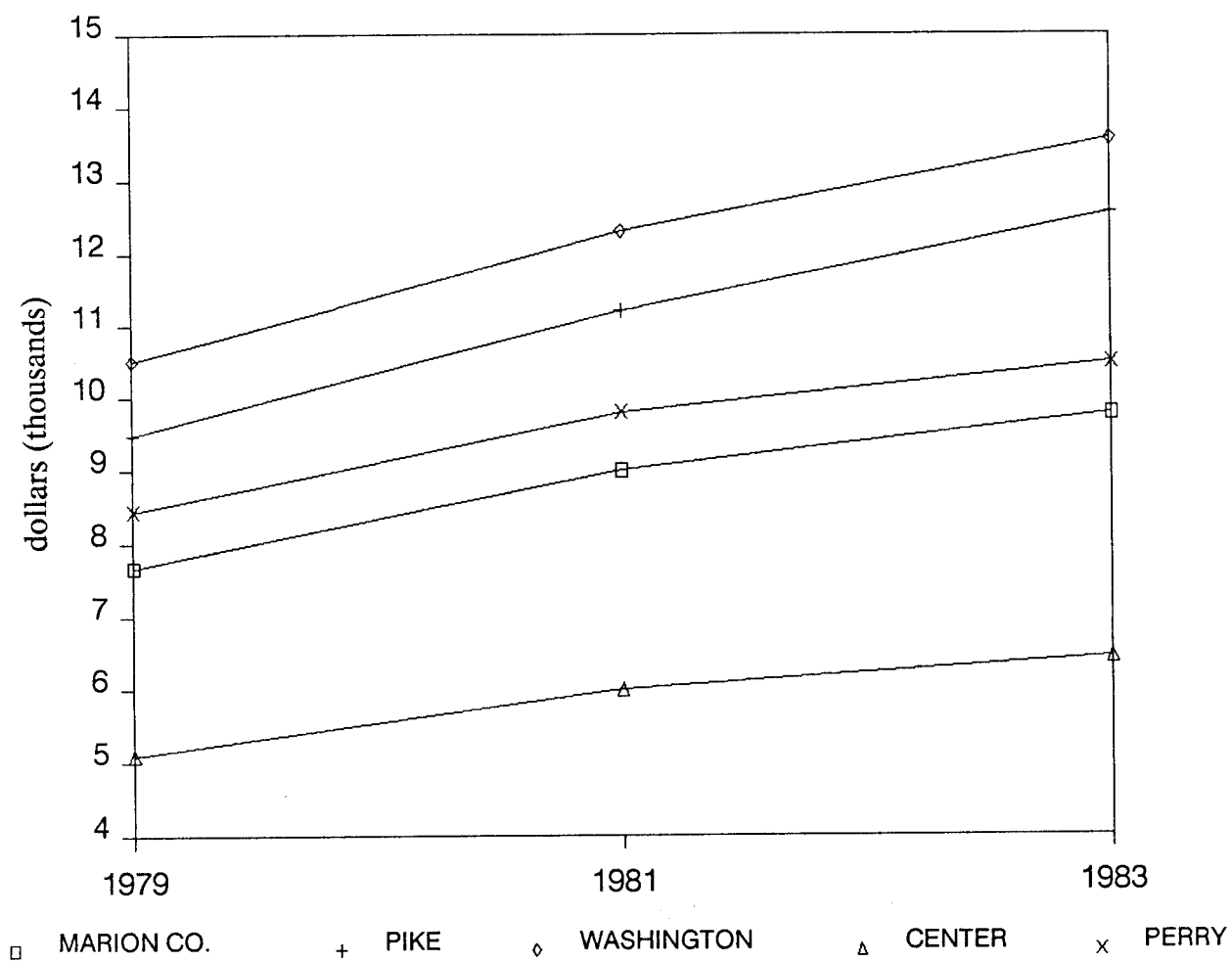


TABLE 1

PERRY TOWNSHIP

DEMOGRAPHIC PROFILE

[illegible]

The most significant change in population occurred in Subarea Three which doubled its population during the 1960's with a growth rate of 105.4% and continued to grow during the 1970's by 10.32%. In 1960 Subarea Two contained 52% of the total population of Perry Township while Subarea Three contained 41%. In 1980, this relationship had reversed with Subarea Two containing 39% of total population and Subarea Three contain 55% of Perry's population.

As a whole, the township population has remained static since 1980. It is impossible to determine from Census data because population statistics at a census tract level are not available for any year after 1980. However, by using housing starts and losses for the census tracts in Perry between 1980-1986, we can determined that the pattern of population stabilization/decline in the north and increasing population in the south has continued.

It should be noted that this method of estimation is inexact because the number of persons per units cannot be determined. Furthermore, incorporated municipalities within Perry, such as Southport and Beech Grove, are not included in the housing start/losses reports.

Age

The age characteristics of Perry Township have changed significantly during the last 25 years. In 1980, there were 4.6% fewer children under the age of five than in 1960. This compares with the overall County decrease of 32.8% in the under five population. Furthermore, if the 1980 total is compared to the 1970 under five population in Perry Township, the decrease is 17.2%. Meanwhile, the next age group (5-19) grew substantially between 1960 and 1970 by 57.4%. This same age group had a 13.1% decline between 1970 and 1980.

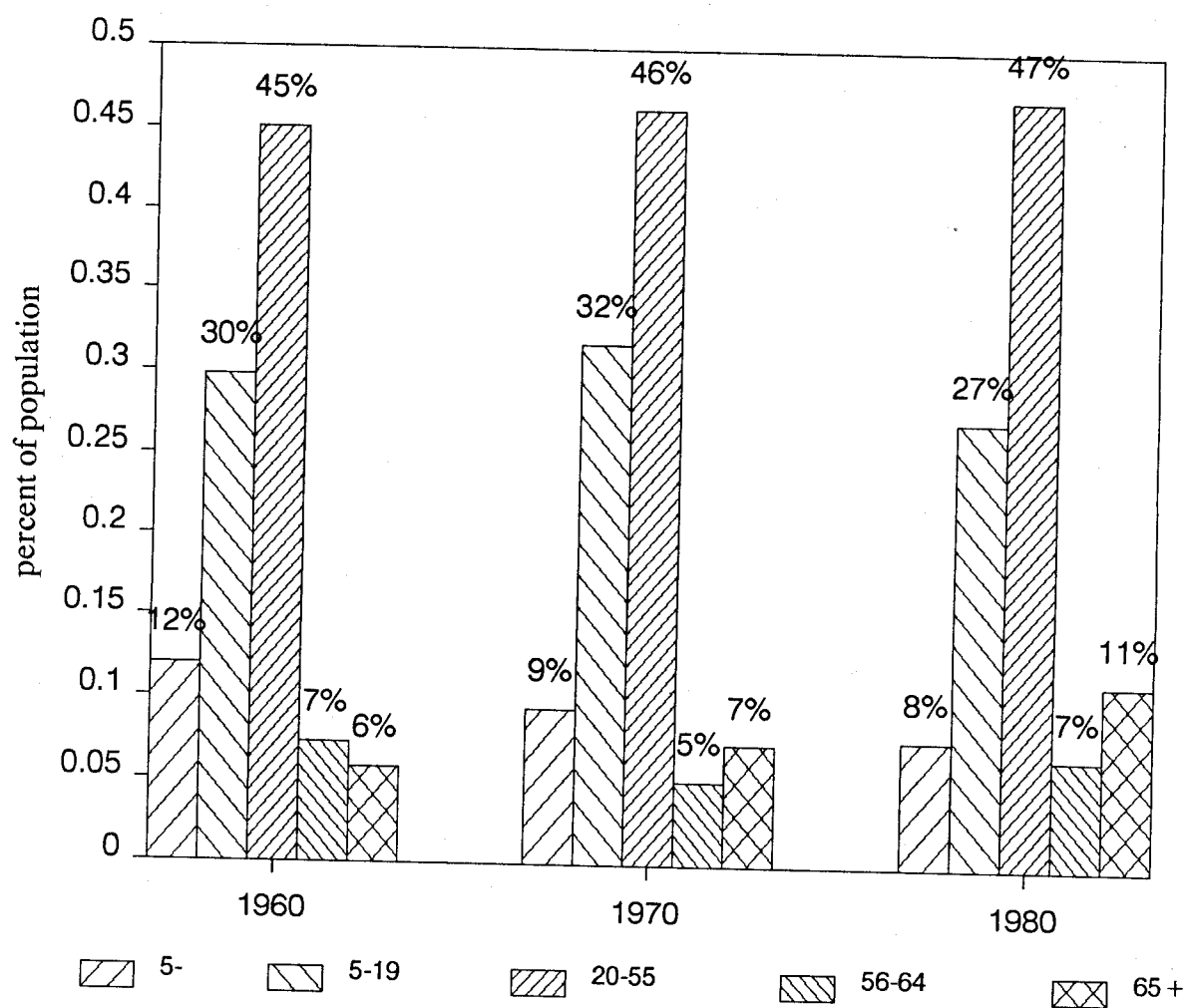
The greatest increase occurred in the over 65 age group which grew by 188% between 1960 and 1980. Throughout the township the total percentage of population in the older age brackets grew substantially. It is important to note that at the subarea level, the age distribution is even more skewed toward the older age brackets. In Subarea Two the under age 5 population decreased by 32.7%. The 5-19 years age group increased during the 1960's but in the 1970's a similar decline evened out the overall 1960-1970 growth rate to .1%.

Subarea Three had the most dramatic change in its age characteristics. While the under 5 population grew in absolute numbers, its proportion of the total township population fell from 11.3% in 1960 to 8.3% in 1980. On the other end of the age spectrum, the 65 and over population grew from 5% of the population in 1960 to 12% in 1980.

Racial Composition of Perry Township

In 1960, 99.9% of Perry Township residents were white. In 1970, that percentage had decreased slightly to 99.88%. By 1980, a increase in the minority population of the

FIGURE 4
PERRY TOWNSHIP
AGE CO-HORTS 1960-1980



township lowered that proportion to 98.16%. In that year, the total township population was 78,485 persons. Out of that number only 747 (or .95%) were black. 53.2% of the total black population in Perry Township resided in Census Tract 3803.

Education

The level of education of Perry Township residents followed the national trend of higher levels of completed education over the last 20 years. Only 15% of the over 25 years old population had any college education in 1960. This percentage increased to 23.5% in 1970 and by 1980, 28.5% of Perry Township residents had a college education. 73.38% of the residents in Perry over the age of 25 had some high school diploma compare to an overall county percentage of 67% high school graduates.

In Subarea One, 25.82% has some college education in 1980. In that same year, 22.26% of Subarea Two residents and 32.81% of Subarea Three residents likewise had some college experience.

Income

The average income of Perry Township residents was higher than the county average in estimates made by the Census Bureau in 1979, 1981 and 1983. In 1979, the per-capita income for Marion County was \$7,677. The per-capita income for Perry Township was \$8,441, the fifth highest of Marion County townships. Between 1979 and 1983, per-capita income within Marion County grew by 27.2% to \$9,765 while per-capita income in Perry grew by 24.0% to \$10,468. Perry Township had the fourth highest per-capita income of the township in the County compared to Washington Township's per-capita income of \$13,545 which was the highest of the townships.

Per-capita income was higher in Subarea Three than in either of the other two subareas. According to the census bureau, the per-capita income of subarea three was \$8,949 in 1979. The same study indicated that the per-capita income for Subareas One and Two were \$7,878 and \$7,823, respectively.

Housing

During the 1980's, there has been an estimated 13.5% increase in total housing units within Perry Township. This is slightly above the 11.05% increase the county experienced. Perry Township had the fourth highest growth rate in housing units of Marion County townships. This increase represents a growth of 3,578 units from a 1980 base of 26,496 units.

Of the 3,578 new units, 68% were built in Subarea Three (mostly near the southern county line) which increase the housing stock of the subarea by 2,423 units. Subarea One experience a 32.7% growth rate (472 units) while Subarea Three grew by 7.28% (683 units).

TABLE 2

PERRY TOWNSHIP DEMOGRAPHICS
COMPARISONS TO MARION COUNTY

EDUCATION LEVEL	1960	1970	1980	% CHANGE 1960-1980	% OF 1960 POPULATION	% OF 1980 POPULATION
ELEMENTARY						
PERRY TOWNSHIP	6888	6996	5205	-24.4%	14.8%	6.6%
SUBAREA ONE	761	622	471	-38.1%	23.4%	10.7%
SUBAREA TWO	3705	3662	2453	-33.8%	15.3%	8.0%
SUBAREA THREE	2422	2712	2281	-5.8%	12.7%	5.3%
MARION COUNTY	125096	94317	65588	-47.6%	17.9%	8.6%
1-3 YEARS HIGH SCHOOL						
PERRY TOWNSHIP	5993	7730	7153	19.4%	12.9%	9.1%
SUBAREA ONE	350	461	420	20.0%	10.7%	9.6%
SUBAREA TWO	3395	3229	3206	-5.6%	14.0%	10.4%
SUBAREA THREE	2248	4040	3527	56.9%	11.8%	8.1%
MARION COUNTY	83620	89898	78852	-5.7%	12.0%	10.3%
4 YEARS HIGH SCHOOL						
PERRY TOWNSHIP	8441	14601	20847	147.0%	18.1%	26.6%
SUBAREA ONE	341	641	965	183.0%	10.5%	22.0%
SUBAREA TWO	4181	6496	8151	95.0%	17.3%	26.5%
SUBAREA THREE	3919	7564	11737	199.5%	20.5%	27.1%
MARION COUNTY	106910	139866	163470	52.9%	27.4%	36.8%
1-3 YEARS COLLEGE						
PERRY TOWNSHIP	2076	4329	6469	211.6%	4.5%	8.2%
SUBAREA ONE	58	55	301	419.0%	1.8%	6.9%
SUBAREA TWO	971	1458	2055	111.6%	4.0%	6.7%
SUBAREA THREE	1047	2816	4113	292.8%	5.5%	9.5%
MARION COUNTY	37306	44453	63558	70.4%	9.6%	14.3%
4 OR MORE YEARS COLLEGE						
PERRY TOWNSHIP	1580	4676	6739	326.5%	3.4%	8.6%
SUBAREA ONE	54	80	345	538.9%	1.7%	7.9%
SUBAREA TWO	701	1476	1945	177.5%	2.9%	6.3%
SUBAREA THREE	825	3120	4449	439.3%	4.3%	10.3%
MARION COUNTY	33816	44453	72588	114.7%	8.7%	16.3%

FIGURE 5
PERRY TOWNSHIP
LEVEL OF COMPLETED EDUCATION 1960-1980

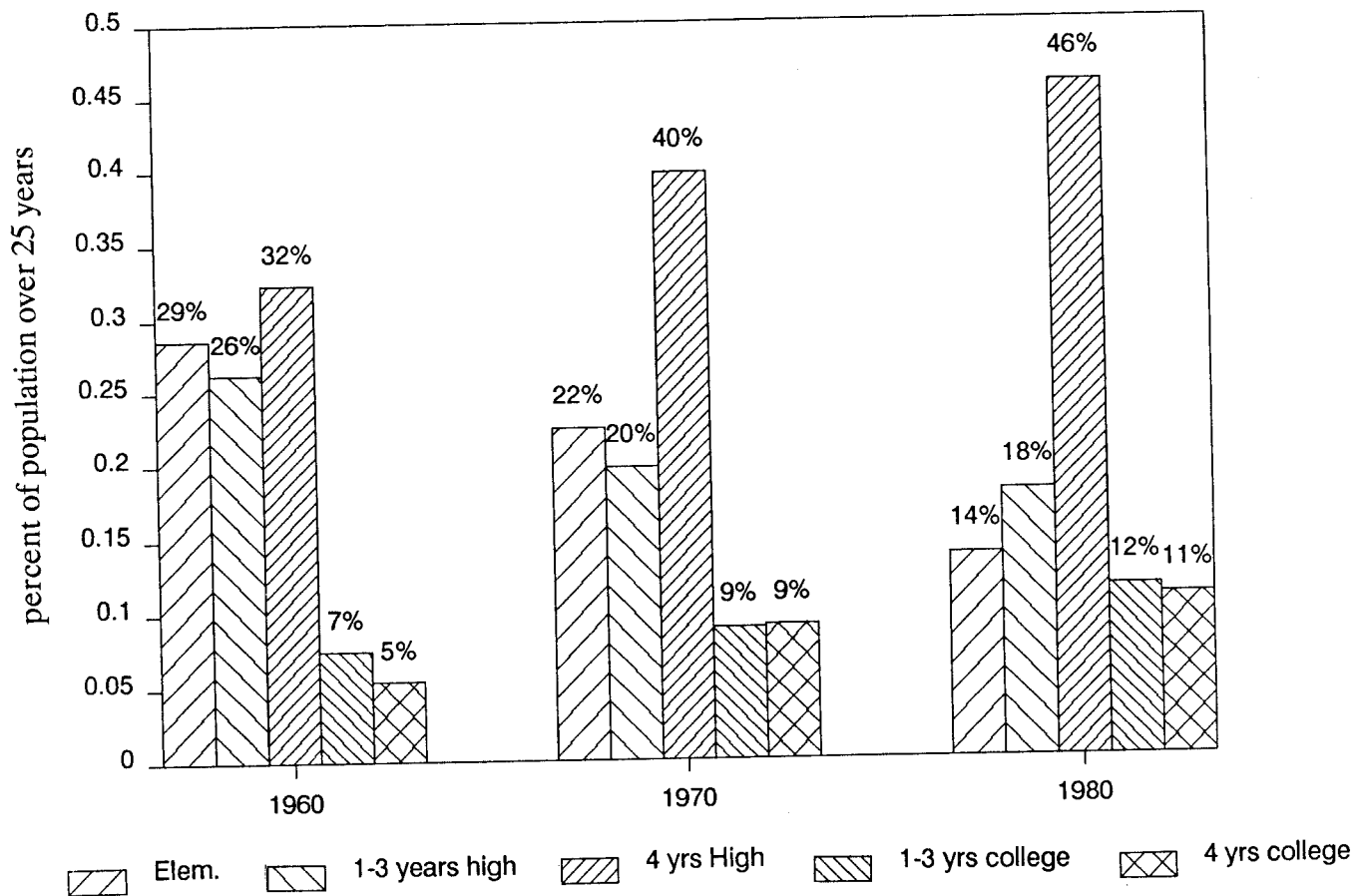


FIGURE 6
PERRY TOWNSHIP
CHANGE IN HOUSING UNITS 1980-1987

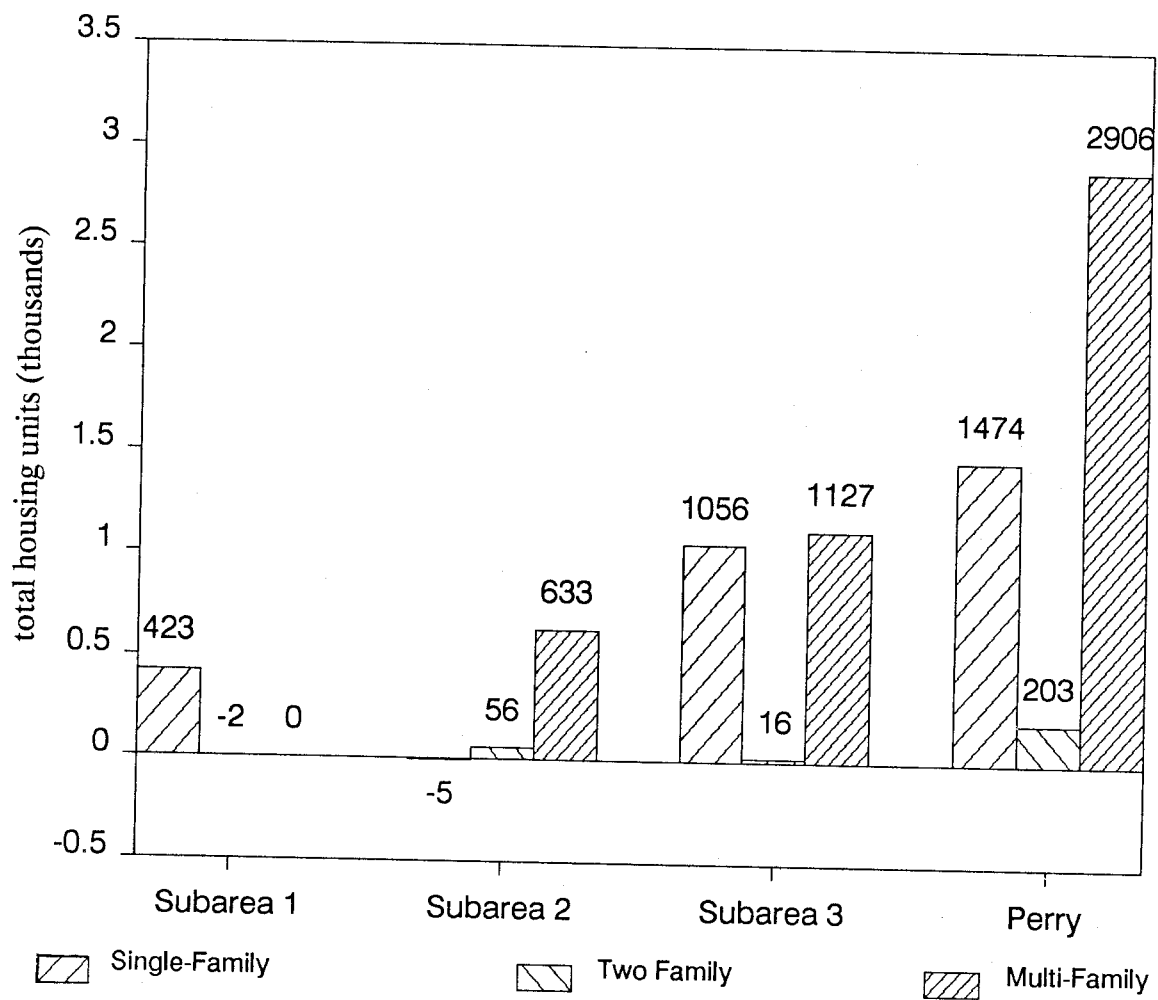


TABLE 3

PERRY TOWNSHIP DEMOGRAPHICS

	1960	1980	60 - 80 % Change	1982	1984	80 - 84 % Change
POPULATION						
Perry Township	46,555	78,485				
Pike Township	6,662	25,336	+ 280%	27,097	30,534	+ 21%
Washington Twsp.	97,861	129,008	+ 32%	129,230	128,851	+ 1%
Lawrence Twsp.	34,305	75,860	+ 121%	77,771	79,982	+ 5%
HOUSING UNITS						
Perry Township	13461	30467				
Pike Township	2,072	11,350	+ 448%	13,971	15,926	+ 40%
Washington Twsp.	31,415	54,811	+ 74%	56,868	58,346	+ 8%
Lawrence Twsp.	9,334	29,633	+ 217%	31,798	33,557	+ 13%
SINGLE FAMILY						
Perry Township	11374					
Pike Township	2,033	8,062	+ 297%	8,518	9,183	+ 14%
Washington Twsp.	28,692	41,869	+ 46%	42,037	42,284	+ 1%
Lawrence Twsp.	9,043	21,139	+ 134%	21,671	22,654	+ 7%
MULTI-FAMILY						
Perry Township	449					
Pike Township	34	3,279	+ 9544%	5,453	6,743	+ 106%
Washington Twsp.	2,725	12,942	+ 375%	14,831	16,296	+ 26%
Lawrence Twsp.	254	6,354	+ 2402%	7,987	8,763	+ 38%

Chapter 3

Perry Township Land Use Inventory Changes

1973-1985

Township Changes

A principal measure of change in any given geographical area is the change that occurs in the use made of the land itself. Land use changes in Perry Township were studied for the period 1973-1985. These two points in time were chosen because of the rapid development of the township that took place during this period. Aerial photography of the township was also utilized allowing the precise and direct comparison of these two specific years.

The following is a brief summary of the principal changes that took place in the township as evidenced by comparisons of these two "snapshots" in time.

Vacant Land

Vacant land, for purposes of this study, includes idle land and land which is used for agricultural purposes. Vacant land in 1973 constituted as much as 16,577 acres, which accounts for 57.1% of the total land area of Perry Township. This vacant land, in the following twelve years, experienced the development on 2,542 acres. Even with this heavy conversion rate, 48.4% of Perry Township was still categorized as vacant in 1985. These figures constitute a 15.3% decrease in vacant land for Perry Township from 1973 to 1985.

Residential Land Use

Residential Land Use from 1973 to 1985 increased by 1,584.5 acres (18.5%). The residential acreage constituted 29.6% of the total township acreage in 1973 and increased to 35% by 1985.

The increase in residential land use also represented the largest absolute change in acreage throughout Perry Township for any category of uses other than vacant land. The majority of this increase was in single-family residential acreage which increased by 1,364 acres.

The net multi-family residential acreage from 1973 to 1985 increased dramatically by 41.3%. Compared to all other use categories, residential land was second only to vacant or undeveloped land both in 1973 and in 1985. The percent of total township property devoted to residential development was 29.6% in 1973 and increased to 35% in 1985.

Commercial Land Use

Land used for commercial purposes increased by 56.6% in Perry Township from 1973 to 1985. This represents, in absolute numbers, the conversion or development of 327 acres into some form of commercial use.

Office use, while only constituting 31 acres in 1973, increased by 150.4% to 78 acres in 1985. The vast majority of the office as well as other commercial growth has occurred in the southern portion of the township.

Commercial acreage constituted only 2% of all land in Perry Township in 1973. This figure, spurred by an additional 327 acres of development, increased the commercial acreage to 3.1% of all Perry Township land by 1985. Commercial acreage, therefore, increased by 56.6% from 1973 to 1985.

Industrial Land Use

Land used for industrial purposes increased 24.3% from 1973 (932 acres) to 1985 (1158 acres.) This increase represents 226 new acres of industrial land.

The vast majority of the industrial acreage within Perry Township is and was located in the northwest section of the township. The industrial developments, both in 1973 and 1985, were predominantly located in an area bounded by Troy Avenue on the north, Bluff Road on the east, Edgewood Avenue on the south and the White River on the west. Although the industrial acreage for Perry Township grew from 1973 to 1985, this growth was minimal and predominantly occurred in this the northwest section.

Gaining 226 industrial acres, the percentage of industrial acreage compared to the township's total acreage only increased from 3.2% in 1973 to 4% in 1985. Heavy industrial uses dominated the township's industrial acreage. The heavy industrial acreage, in fact, was over six times the acreage of light industrial in 1973 and over five times greater in 1985. The conclusion would state that, while light industrial grew at a faster rate than heavy industrial during the twelve year study period, the light industrial acreage is still overwhelmingly dominated by heavy industrially used land.

Public and Semi-Public Land Use

Land used for public and/or semi-public uses increased by 18.18% from 2325 acres in 1973 to 2747 acres in 1985. This increase represents 423 new acres of public or semi-public land.

Figure 7
Perry Township Land Use

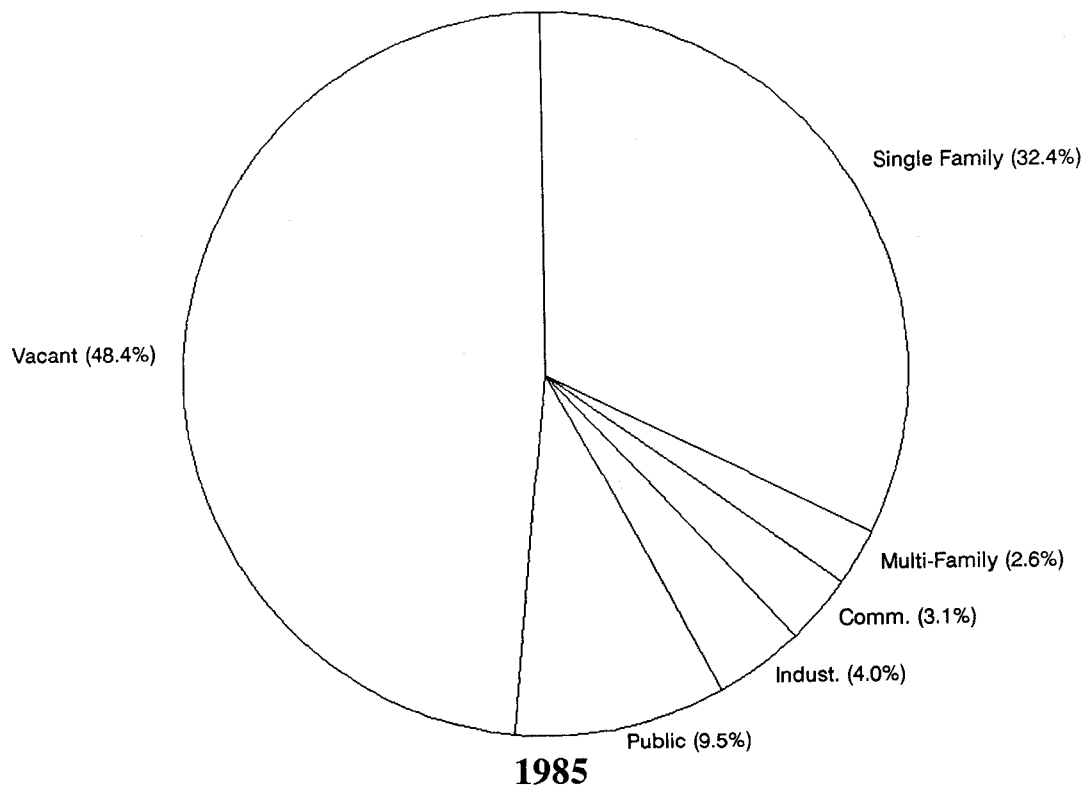
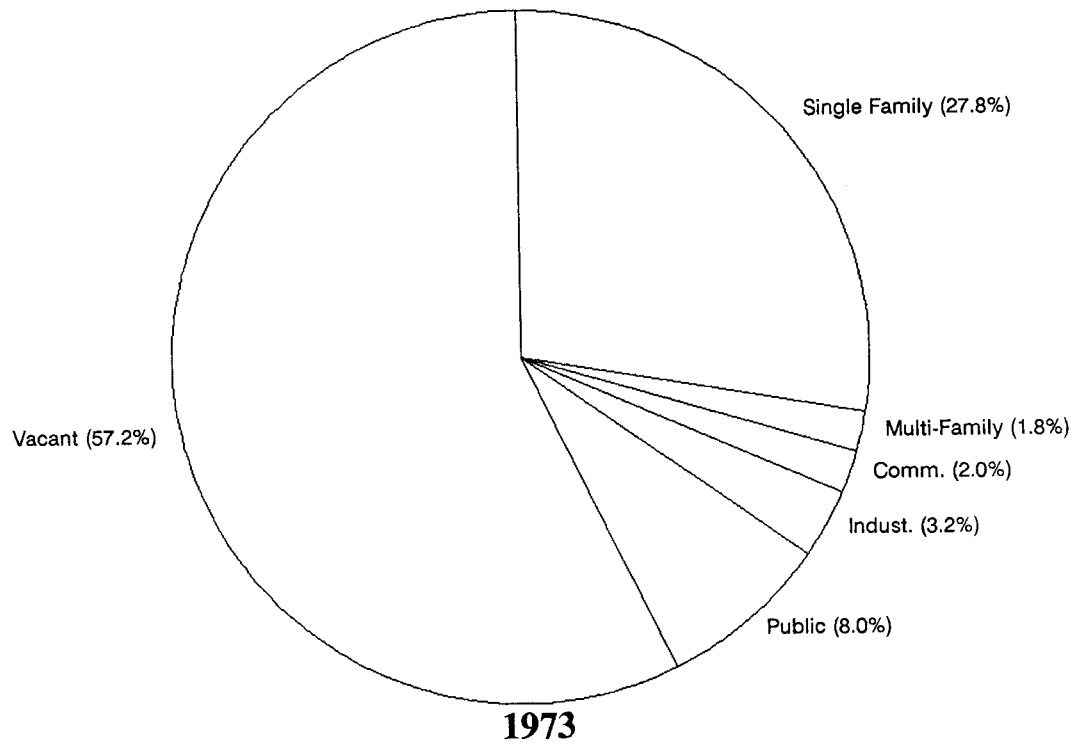


TABLE 4
PERRY TOWNSHIP LAND USE
1973-1985
(ACRES)

	1973	1985	% OF 1973	% OF 1985	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single and Two-Family	8050.75	9415.00	27.7%	32.4%	1364.25	16.9%
b. Multi-Family	532.75	753.00	1.8%	2.6%	220.25	41.3%
Sub-Total	8583.50	10168.00	29.6%	35.0%	1584.5	18.5%
2. Commercial						
a. Office	31.25	78.25	0.1%	0.3%	47	150.4%
b. Retail	545.75	825.25	1.9%	2.8%	279.5	51.2%
Sub-Total	577.00	903.50	2.0%	3.1%	326.5	56.6%
3. Industrial						
a. Light	118.00	176.75	0.4%	0.6%	58.75	49.8%
b. Heavy	813.75	981.00	2.8%	3.4%	167.25	20.6%
Sub-Total	931.75	1157.75	3.2%	4.0%	226	24.3%
4. Public & Semi-Public						
a. Public/Semi-Public	794.75	974.75	2.7%	3.4%	180	22.6%
b. Streets	1453.25	1453.25	5.0%	5.0%	0	0.0%
c. Public Parks	76.50	319.00	0.3%	1.1%	242.5	317.0%
Sub-Total	2324.50	2747.00	8.0%	9.5%	422.5	18.2%
5. Vacant Lands						
Acres in Section	29017.50	29017.50				
- Land Used 1-4	12440.75	14976.25	42.9%	51.6%	2535.5	20.4%
Vacant Land	16576.75	14041.25	57.1%	48.4%	-2535.5	-15.3%

The introduction of two new public parks after 1973, specifically Perry Park and Bluff Park, caused public park properties to lead the acreage increase of public and semi-public land. Public parks increased by 243 acres from 77 acres in 1973 to 319 acres in 1985.

Although the acreage of public and semi-public lands increased by 423 from 1973 to 1985 in Perry Township, the percentage of total acreage dedicated to public lands did not increase more than 2%. Public lands, in fact, represented 8% of the township's total acreage in 1973 and increased to 9.5 by 1985.

Summary

Perry Township has experienced continued development during the study time span of twelve years from 1973 to 1985. Over 2,500 acres of previously vacant land were developed for either residential, commercial, industrial or public uses during this time period. Based on this analysis, three major findings emerge. These are:

- Residential development represents the largest absolute (acreage) change from vacant land conversions;
- Public parks, while in 1973 represented a relatively small proportion of the township, increased fourfold; and
- The rate of acreage growth for commercial activities was higher than any other category of use.

Subarea Land Use Changes

Perry Township has been segmented into three geographic subareas to provide additional study detail. These three subareas are not homogeneous in their land use characteristics. The location and relative land use characteristics present a unique distinction between each subarea.

Subarea One

Subarea One, constituting the western region of the township near the White River, experienced the largest industrial expansion during the twelve year study period. The subarea, however, also had substantial industrial acreage in 1973. This industrial area, in fact, occupied more acreage than residential in this subarea both in 1973 and in 1985. The rate of growth for residential acreage, however, was greater than that for industrial.

TABLE 5
PERRY TOWNSHIP LAND USE
SUBAREA ONE 1973-1985
(ACRES)

	1973	1985	% OF 1973	% OF 1985	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single and Two-Family	625.75	923.75	6.4%	9.4%	298.00	47.6%
b. Multi-Family	1.00	1.00	0.0%	0.0%	0.00	0.0%
Sub-Total	626.75	924.75	6.4%	9.4%	298.00	47.5%
2. Commercial						
a. Office	0.00	2.25	0.0%	0.0%	2.25	
b. Retail	47.25	85.75	0.5%	0.9%	38.50	81.5%
Sub-Total	47.25	88.00	0.5%	0.9%	40.75	86.2%
3. Industrial						
a. Light	44.50	104.00	0.5%	1.1%	59.50	133.7%
b. Heavy	737.00	892.25	7.5%	9.1%	155.25	21.1%
Sub-Total	781.50	996.25	8.0%	10.1%	214.75	27.5%
4. Public & Semi-Public						
a. Public/Semi-Public	150.25	198.75	1.5%	2.0%	48.50	32.3%
b. Streets	269.75	269.75	2.7%	2.7%	0.00	0.0%
c. Public Parks	0.00	3.75	0.0%	0.0%	3.75	
Sub-Total	420.00	472.25	4.3%	4.8%	52.25	12.4%
5. Vacant Lands						
Acres in Section	9817.50	9817.50				
- Land Used 1-4	1899.00	2481.25	19.3%	25.3%	582.25	30.7%
Vacant Land	7918.50	7336.25	80.7%	74.7%	-582.25	-7.4%

Vacant land was the predominant characteristic for subarea one in 1973 and in 1985. Although nearly 600 acres of vacant land from 1973 was converted to another use by 1985, the amount of vacant land only decreased by 7.5% during the twelve year period.

Subarea Two

Subarea Two, contains the northern region of the township north of Thompson Road and east of the Illinois Central Railroad (next to Bluff Road.) This subarea experienced less residential and commercial growth than any other area in Perry Township. Located adjacent to Center Township, it witnessed large-scale suburban development earlier than the other regions of Perry Township. Subarea Two, as one would expect, had the least amount of vacant acreage in 1973 and, in effect, still had less than the other subareas in 1985.

The rate of residential and commercial growth for Subarea Two during the twelve year period was less than either Subarea One or Three. Only public and semi-public acreage experienced a substantial rate of increase compared to the other subareas. Subarea Two experienced the lowest number of vacant acreage conversion into other uses during the twelve year study period from 1973 to 1985.

Subarea Three

Subarea Three, contains the southern region of the township south of Thompson Road and east of the Illinois Central Railroad (next to Bluff Road), experienced very substantial growth and development during the twelve year study from 1973 to 1985. This subarea, which is the most suburban in character, would be expected to have the most growth due to several locational characteristics. Subarea Three is the furthest in Perry Township from the central core of the city (highest potential for new developments); it is served by two major suburban thoroughfares (U.S. 31 and Madison Avenue); and it is nearest the neighboring city of Greenwood and other suburban developments in Johnson County.

Subarea Three experienced the largest absolute acreage growth in residential, commercial and public uses compared to the other subareas. More vacant land in Subarea Three converted to other uses between 1973 and 1985 than the other two subareas combined. The only unexpected land use change was in the industrial acreage. Subarea Three actually lost industrial acreage during the study period of twelve years. Even with this in mind, Subarea Three has still overwhelmingly surpassed the other two subareas in the amount of development from 1973 to 1985.

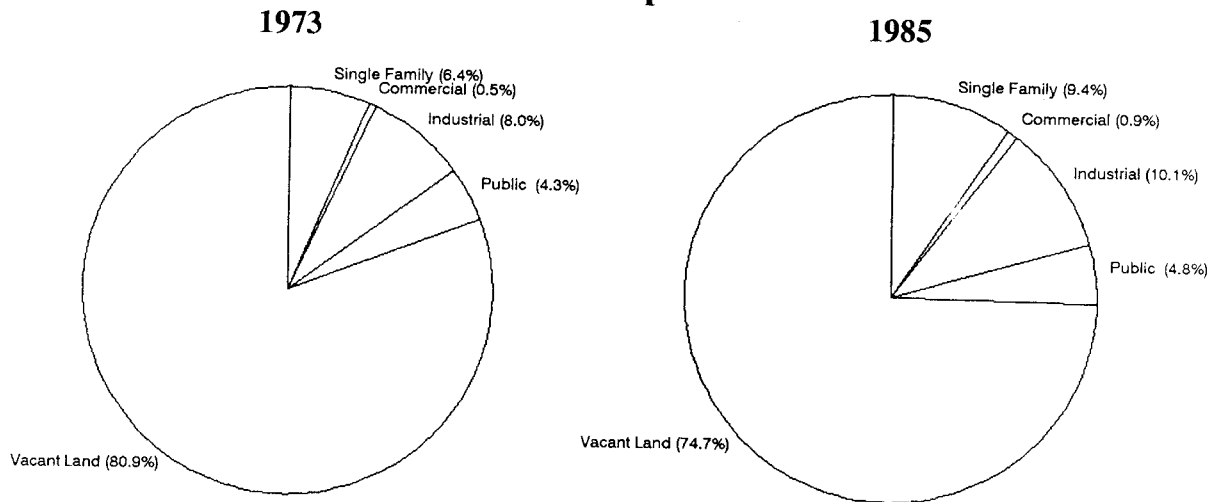
TABLE 6
PERRY TOWNSHIP LAND USE
SUBAREA TWO 1973-1985
(ACRES)

	1973	1985	% OF 1973	% OF 1985	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single and Two-Family	2406.50	2495.50	37.6%	39.0%	89.00	3.7%
b. Multi-Family	210.25	302.25	3.3%	4.7%	92.00	43.8%
Sub-Total	2616.75	2797.75	40.9%	43.7%	181.00	6.9%
2. Commercial						
a. Office	9.50	14.00	0.1%	0.2%	4.50	47.4%
b. Retail	278.50	363.25	4.4%	5.7%	84.75	30.4%
Sub-Total	288.00	377.25	4.5%	5.9%	89.25	31.0%
3. Industrial						
a. Light	47.75	56.00	0.7%	0.9%	8.25	17.3%
b. Heavy	76.75	88.75	1.2%	1.4%	12.00	15.6%
Sub-Total	124.50	144.75	1.9%	2.3%	20.25	16.3%
4. Public & Semi-Public						
a. Public/Semi-Public	263.00	301.75	4.1%	4.7%	38.75	14.7%
b. Streets	591.00	591.00	9.2%	9.2%	0.00	0.0%
c. Public Parks	40.75	122.50	0.6%	1.9%	81.75	200.6%
Sub-Total	894.75	1015.25	14.0%	15.9%	120.50	13.5%
5. Vacant Lands						
Acres in Section	6400.00	6400.00				
- Land Used 1-4	3924.00	4335.00	61.3%	67.7%	411.00	10.5%
Vacant Land	2476.00	2065.00	38.7%	32.3%	-411.00	-16.6%

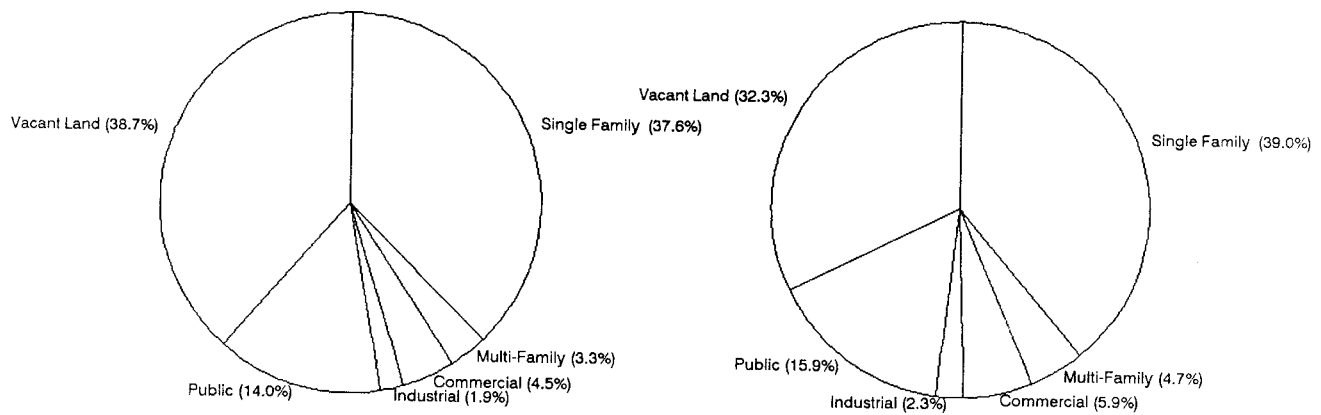
TABLE 7
PERRY TOWNSHIP LAND USE
SUBAREA THREE 1973-1985
(ACRES)

	1973	1985	% OF 1973	% OF 1985	ABSOLUTE CHANGE	% CHANGE
1. Residential						
a. Single and Two-Family	5018.50	5995.75	39.2%	46.8%	977.25	19.5%
b. Multi-Family	321.50	449.75	2.5%	3.5%	128.25	39.9%
Sub-Total	5340.00	6445.50	41.7%	50.4%	1105.50	20.7%
2. Commercial						
a. Office	21.75	62.00	0.2%	0.5%	40.25	185.1%
b. Retail	220.00	376.25	1.7%	2.9%	156.25	71.0%
Sub-Total	241.75	438.25	1.9%	3.4%	196.50	81.3%
3. Industrial						
a. Light	25.75	16.75	0.2%	0.1%	-9.00	-35.0%
b. Heavy	0.00	0.00	0.0%	0.0%	-9.00	-35.0%
Sub-Total	25.75	16.75	0.2%	0.1%	-9.00	-35.0%
4. Public & Semi-Public						
a. Public/Semi-Public	381.50	474.25	3.0%	3.7%	92.75	24.3%
b. Streets	592.50	592.50	4.6%	4.6%	0.00	0.0%
c. Public Parks	35.75	192.75	0.3%	1.5%	157.00	439.2%
Sub-Total	1009.75	1259.50	7.9%	9.8%	249.75	24.7%
5. Vacant Lands						
Acres in Section	12800.00	12800.00				
- Land Used 1-4	6617.75	8160.00	51.7%	63.7%	1542.25	23.3%
Vacant Land	6182.25	4640.00	48.3%	36.3%	-1542.25	-24.9%

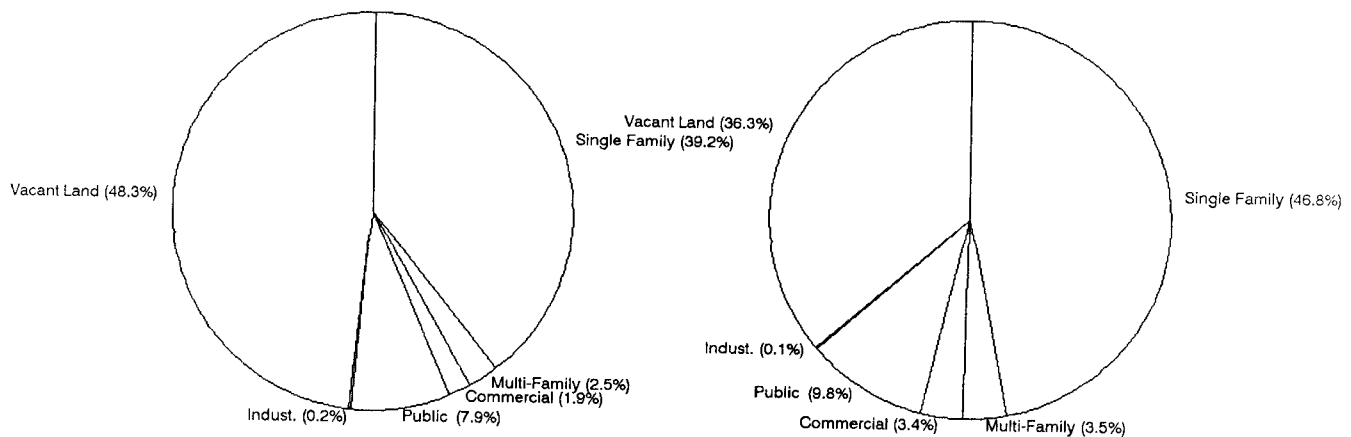
Figure 8
Perry Township Land Use
Subarea Comparison



SUBAREA ONE



SUBAREA TWO



SUBAREA THREE

Chapter 4

Perry Township Zoning Changes

1973-1985

Zoning Categories

One way to monitor the type and direction of an area's future development is to examine zoning changes that have taken place over time. Changes in zoning in Perry Township were studied for the years 1973 through 1985. This period was chosen because it was characterized by rapid development, and because it corresponded to that used for the land use inventory.

There are 95 primary and special use zoning districts contained in the Marion County Zoning Ordinance. These districts, to establish a manageable number of districts for this study and to provide correlation with the land use inventory, were consolidated into five zoning categories (residential, commercial, industrial, public and agriculture) to describe zoning changes. Zoning sub-categories were then created under these five categories, according to the densities and land use. These sub-categories are explained in the following pages.

Description of Zoning Categories

RESIDENTIAL CATEGORY - The residential category was separated into two sub-categories according to density:

1. **Single-Family** - This sub-category contains single-family units with densities ranging from 1-4.5 units/gross acre. Areas in this sub-category are zoned D-1 through D-5 and D-S.
2. **Multi-Family** - All apartment-type dwellings, with densities ranging between 6-15 units/gross acre, are included in this sub-category. Areas in this sub-category are Zoned D-6 through D-7, D-11, D-12 and D-P.

COMMERCIAL CATEGORY - The commercial category was also separated into two sub-categories (office and retail) according to land use:

1. **Office** - Office districts permit buildings and associated property where record keeping, clerical work, or administrative and professional activities are generally transacted and where the general public's rights and access are restricted. The zoning districts included in this sub-category are C-1, C-2 and C-S.

2. Retail - Retail districts permit buildings and associated property where goods are sold to the ultimate consumer and where public access is generally unrestricted. This sub-category includes the C-3 through C-7 and CID zoning districts.

INDUSTRIAL CATEGORY - The industrial category was separated into light and heavy industrial sub-categories:

1. Light Industrial - Light industrial uses are completely contained in an enclosed building and have very limited outside storage of raw material, equipment or manufactured products. Districts I-1-S, I-2-S and I-2-U are included in this sub-category.
2. Heavy Industrial - Heavy industrial uses are those manufacturing, processing, warehousing and distribution activities which require buildings and open areas for their activities and which have a greater nuisance factor than light industrial uses. Districts I-3-S, I-3-U, I-4-S, I-4-U, I-5-S and I-5-U are classified as heavy industrial.

PUBLIC CATEGORY - The public category was divided into two sub-categories: parks and special uses.

1. Parks - Parkland is included in this sub-category. The primary park district (PK-1) permits all sizes and ranges of public parkland and facilities.
2. Special uses - These districts include land activities that have characteristics of operation which do not readily permit classification in the usual residential, commercial or industrial districts. They are necessary to the livability and economic health of the community but their specific control is also needed. Special uses include churches, schools, hospitals, airports, power substations, etc.

AGRICULTURAL CATEGORY - The agricultural category includes the A-1 and A-2 zoning districts and is the only category in this study that is not divided into sub-categories. The A-1 and A-2 districts permit the production of grains, storage structures, grazing, commercial greenhouses and stands for the sale of agricultural products.

Perry Township Zoning Changes

Residential Category

Residentially zoned areas, during the twelve year study from 1973 to 1985, increased by 481 acres which is only a 4.8% increase. Residential districts, in 1973, constituted 34.3% of the township's total acreage. This use, by 1985, had risen to 36%.

The vast majority of this residential growth stems from multi-family zoning acreage growth. Multi-family zoning increased 34.2% while single-family increased by only

1.2%. Absolute numbers yield a 376 acre increase in multi-family zoning and a 105 acre increase for the single-family districts.

Single-family residential zoning accounted for 30.5% of Perry Township zoning in 1973 and increased slightly to 30.9% by 1985. Multi-family residential zoning, however, increased from 3.8% to 5.1% in the same time period. Single-family zoning represented six times that of multi-family zoned acres in 1985, which is a decrease from the more than 700% advantage for single family over multi-family in 1973. The rate of multi-family growth is, therefore, greater than that of single-family growth based on the twelve year study.

Commercial Category

Land zoned for commercial purposes increased by 531 acres (47%) from 1973 to 1985. This increase resulted in commercially zoned acreage equaling 5.7% of the total township acreage in 1985. This is up from 3.9% in 1973.

Office commercial zoning districts experienced the largest percentage increase within this category, although retail showed the greatest absolute increase. Office zoning increased by 198 acres which represents a 93.4% increase. Retail zoning increased by many more actual acres at 333, but represented only a 36.3% increase since the retail zoning acreage totals were much greater in 1973.

The acreage zoned for retail districts did not increase nearly as fast as those zoned for office districts. These office districts increased in 1985 to 1.4% of the entire township's acreage (up from 0.7% in 1973). Retail districts increased from 3.2% of the entire township's acreage in 1973 to 4.3% in 1985.

Industrial Category

Perry Township acreage zoned for industrial use decreased by 300 acres (20.2%) between 1973 and 1985. The vast majority of this loss occurred in the western portion of the township. Although industrially zoned acreage showed substantial losses, this decline was limited to heavy industrial zoning. Light industrial zoning, in fact, increased by 46 acres during the twelve year study from 1973 to 1985.

The industrial zoning losses, therefore, dominated by the heavy industrial sub-category, reveal the magnitude of this heavy industrial zoning decline. Since light industrial zoning actually increased in acreage by 46 and overall industrial districts lost acreage by 300, heavy industrial zoning must have lost 346 acres during the study period from 1973 to 1985. Every subarea, in fact lost heavy industrial zoning acreage with the western section dominating the decline.

Industrial zoning acreage occupied 4.1% of the total Perry Township acreage in 1985, which is down from 5.1% in 1973. Light industrial actually gained, in its relative percentage of the entire township, at 1.0% in 1985 which is up from 0.8% in 1973. Therefore,

the decline of heavy industrial zoning led this acreage loss. Heavy industrial zoning occupied 4.3% of the total Perry Township acreage in 1973 and dropped to 3.1% by 1985.

Public Category

Acreage devoted to publicly zoned property experienced a substantial increase of 692 acres between 1973 and 1985. This translates into a 32.5% increase.

Special uses dominated the zoning acreage increase, while parkland zoning also witnessed a substantial acreage increase. Parkland zoning in Perry Township increased by 35 acres which represented a 15.9% increase from 1973 to 1985. Special uses zoning, on the other hand, increased its acreage by 657 in the twelve year period. Special uses zoning, consequently, increased by 34.4% from 1973 to 1985.

Public use zoning occupied 7.3% of Perry Township's total acreage in 1973. This same use, by 1985, had increased to 9.7%. Almost ten percent of Perry Township's total zoning acreage was dedicated to public land in 1985 due to the large amount of new special uses which have consequently developed to support increased residential population.

Agricultural Category

Agriculturally zoned land declined by 1,404 acres (9.8%). Agricultural districts occupied 49.4% of Perry Township's total acreage in 1973. Agricultural districts, by 1985, occupied 44.5%. The rezoning of agricultural areas resulted from increasing development pressures.

Zoning Change Summary

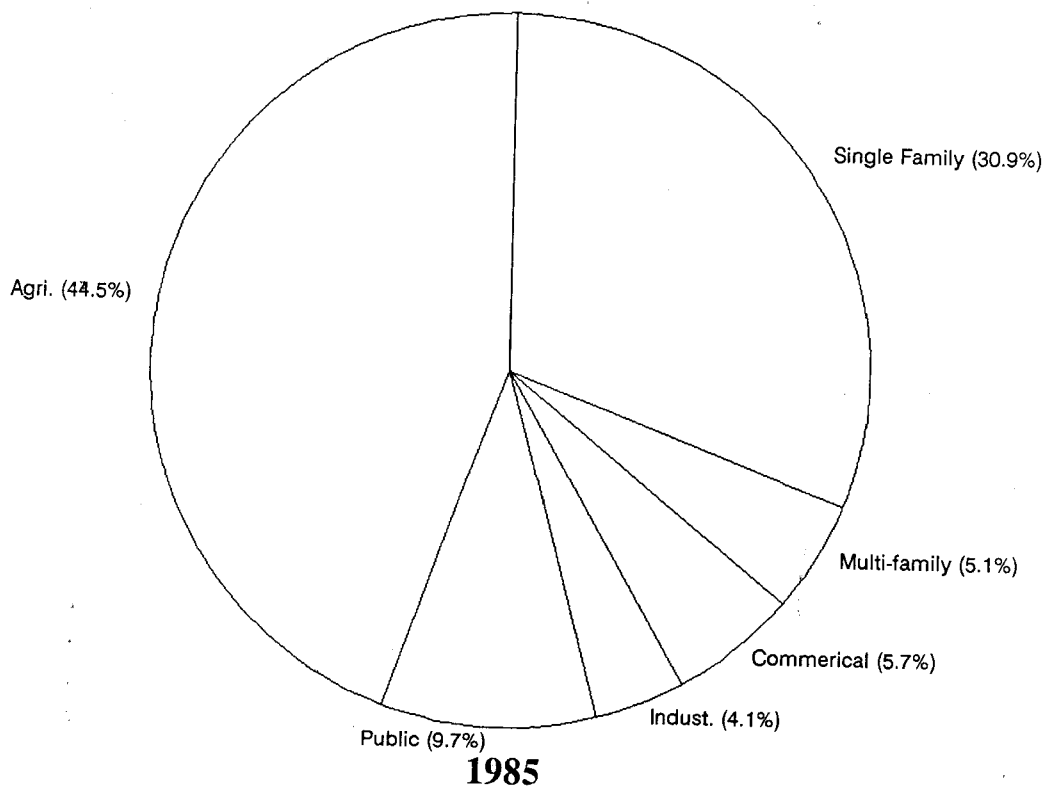
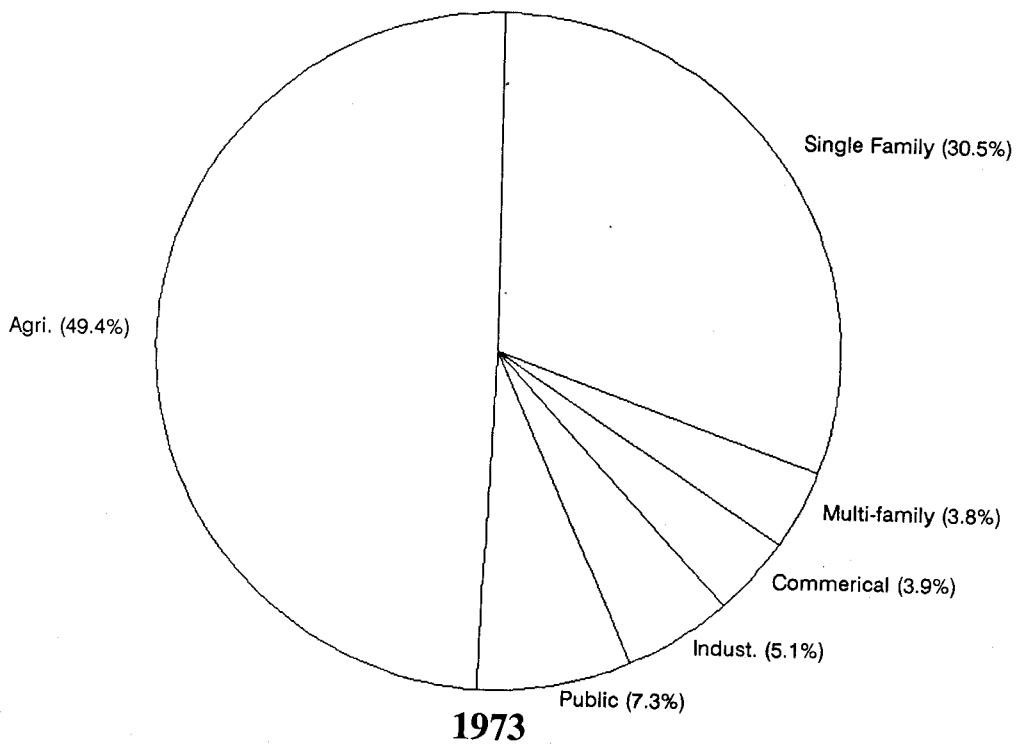
Perry Township, to summarize, has experienced continued development which necessitated many zoning changes. An additional 1,704 acres of residential, commercial and publicly zoned land were added as industrially and agriculturally zoned land was rezoned for these uses at the equivalent amount of 1,704 acres. Based on this analysis, the following conclusions emerge:

- 481 acre increase for total dwelling districts
- 105 acre increase for single-family dwelling districts
- 376 acre increase for multi-family dwelling districts
- 531 acre increase for commercial districts
- 300 acre decrease for industrial districts
- 657 acre increase for special uses districts
- 1,404 acre decrease for agricultural districts

TABLE 8
PERRY TOWNSHIP ZONING CHANGES
1973 - 1985

Zoning Types	1973	1985	Absolute Change	% Change	1973 % Total	1985 % Total
1. Residential						
a) Single/2 Family	8853.0	8958.0	105.0	1.2%	30.5%	30.9%
b) Multi-family	1099.0	1475.0	376.0	34.2%	3.8%	5.1%
Total Residential	9952.0	10433.0	481.0	4.8%	34.3%	36.0%
2. Commerical						
a) Office	212.0	410.0	198.0	93.4%	0.7%	1.4%
b) Retail	917.0	1250.0	333.0	36.3%	3.2%	4.3%
Total Commerical	1129.0	1660.0	531.0	47.0%	3.9%	5.7%
3. Industrial						
a) Light	230.0	276.0	46.0	20.0%	0.8%	1.0%
b) Heavy	1256.0	910.0	-346.0	-27.5%	4.3%	3.1%
Total Industrial	1486.0	1186.0	-300.0	-20.2%	5.1%	4.1%
4. Public						
a) Parks	220.0	255.0	35.0	15.9%	0.8%	0.9%
b) Special Uses	1907.5	2564.0	656.5	34.4%	6.6%	8.8%
Total Public	2127.5	2819.0	691.5	32.5%	7.3%	9.7%
5. Agriculture						
	14323.0	12919.5	-1403.5	-9.8%	49.4%	44.5%
TOTAL	29017.5	29017.5				

Figure 9
Perry Township Zoning



Subarea Zoning Changes

Subarea One

Subarea One, of the three subareas in Perry Township, experienced the second highest number of agricultural acreage zoning changes between 1973 and 1985. Agriculturally zoned land, during this period, decreased by 680 acres. Residentially zoned acreage increased by 290 acres; commercially increased by 94; and public uses increased by 597. The loss of agricultural zoning translates into this category comprising 64.4% of the entire subarea in 1985 compared to 71.3% in 1973. Agricultural zoning is not the only category to lose acreage. Industrial zoning in Subarea One also lost acreage. This category, in fact, lost 301 acres, which represents a 22.7% decline over the twelve year study period.

The growth in residential zoning acreage was totally dominated by the single-family districts. This category experienced a 65.4% increase while multi-family residential zoning actually experienced a decline of 14.1%. Single-family districts occupied 4.7% of the subarea in 1973 and increased to 7.8% of the subarea's total acreage by 1985.

Commercially zoned property increased 94 acres (90.4%). Although office-type commercial zoning actually decreased its acreage, retail commercial zoning more than compensated. While office-type commercial zoning lost 7 acres or 13%, retail commercial zoning increased 101 acres (202%).

While industrially zoned property, as a whole, lost acreage, the light industrial category actually gained 39 acres which is 18.7%. This light industrial gain was, however, overshadowed by the large loss of heavy industrial zoning acreage. This category lost 340 acres or decreased 30.5% from 1973 to 1985. Industrial zoning occupied 13.5% of the subarea in 1973 and dropped to 10.4% by 1985.

Subarea Two

Subarea Two, with the exception of multi-family residential and commercial, lost zoning acreage on all fronts. Only 17 acres of agriculturally zoned land was rezoned to another category during the twelve year period. This represents only a 1.1% loss of agriculturally zoned land. This category, in fact, occupied 24% of Subarea Two in 1973 and slightly dropped to 23.7% by 1985. Therefore, the vast majority of rezoning for development in Subarea Two occurred prior to 1973.

Single-family residential zoning lost more acreage than any other sub-category. A loss of 212 acres resulted in a 6.7% decline between 1973 and 1985. This category represented 49.1% of Subarea Two in 1973 and declined to 45.8% by 1985. Multi-family

TABLE 9
PERRY TOWNSHIP ZONING CHANGES
SUBAREA ONE 1973 - 1985

Zoning Types	1973	1985	Absolute Change	% Change	1973 % Total	1985 % Total
1. Residential						
a) Single/2 Family	460.0	761.0	301.0	65.4%	4.7%	7.8%
b) Multi-family	78.0	67.0	-11.0	-14.1%	0.8%	0.7%
Total Residential	538.0	828.0	290.0	53.9%	5.5%	8.4%
2. Commerical						
a) Office	54.0	47.0	-7.0	-13.0%	0.6%	0.5%
b) Retail	50.0	151.0	101.0	202.0%	0.5%	1.5%
Total Commerical	104.0	198.0	94.0	90.4%	1.1%	2.0%
3. Industrial						
a) Light	209.0	248.0	39.0	18.7%	2.1%	2.5%
b) Heavy	1116.0	776.0	-340.0	-30.5%	11.4%	7.9%
Total Industrial	1325.0	1024.0	-301.0	-22.7%	13.5%	10.4%
4. Public						
a) Parks	0.0	0.0				
b) Special Uses	850.5	1447.0	596.5	70.1%	8.7%	14.7%
Total Public	850.5	1447.0	596.5	70.1%	8.7%	14.7%
5. Agriculture	7000.0	6320.5	-679.5	-9.7%	71.3%	64.4%
TOTAL	9817.5	9817.5				

residential zoning, on the other hand, increased its acreage by 15.6% (87 acres) during the same time period. Occupying 8.7% of Subarea Two in 1973, multi-family residential zoning by 1985 experienced an increase to 10% of the subarea.

All commercial categories experienced acreage increases with office-type commercial increasing at a higher rate than retail. Office commercial districts increased by 41 acres (110.8%), while retail increased by 131 acres (25.4%). Office districts occupied only 0.6% of Subarea Two in 1973 and increased to 1.2% by 1985. Retail districts occupied 8.1% of Subarea Two in 1973 and increased to 10.1% by 1985.

Industrial categories lost zoning acreage as did all public categories. Industrial zoning districts declined by 4.3% (6 acres). Public categories lost 5.1% (24 acres). Special uses, however, led the decline by losing 20 acres (4.9%). Public parkland also lost zoning at 4 acres, which is 6.7%. Industrial zoning acreage was slightly reduced to 2.1% of Subarea Two in 1985 compared to 2.2% in 1973. Public categories represented 7.4% in 1973 and dropped to 7% by 1985.

Subarea Three

The primary transition of this subarea was the loss of 707 of its agriculturally zoned acres, to residential (316 acres), commercial (265 acres), industrial (7 acres) and public uses (119 acres). Subarea Three, in fact, gained more zoning acreage for the combination of residential, commercial, industrial and public categories than the other two subareas combined.

Residential zoning grew only 5.5% from 1973 to 1985. This percentage growth yielded 316 more acres dedicated to residential zoning districts. Multi-family zoning districts totally dominated the residential growth at 300 acres (a 64.5% increase). Even with this multifamily increase, single-family still dominated the amount of zoning acreage dedicated to residential. Single-family increased to 41.1% of the subarea's zoning acreage in 1985, which is a slight increase over the 1973 figure of 40%. Multi-family zoning acreage grew at a much faster rate of 64.5% compared to 0.3% for single-family. Multi-family residential zoning accounted for 6% of the subarea in 1985, which is a substantial increase from 3.6% in 1973.

Office commercial zoning experienced a substantial increase of 135.5% (164 new acres). This category occupied 0.9% of Subarea Three in 1973 and increased to 2.2% by 1985. Retail commercial zoning increased by 101 acres (28.8%). This category (retail commercial) occupied 3.5% of Subarea Three in 1985, which is an increase from 2.7% in 1973.

Industrial zoning was very sparse both in 1973 and in 1985 in Subarea Three. Only 24 acres of light industrial and 3 acres of heavy industrial zoning existed in 1985. Light industrial increased by 8 acres and heavy industrial decreased by 1 acre during the twelve year study period. All industrial categories occupied a very small percentage (less than 0.3%) of Subarea Three both in 1973 and in 1985.

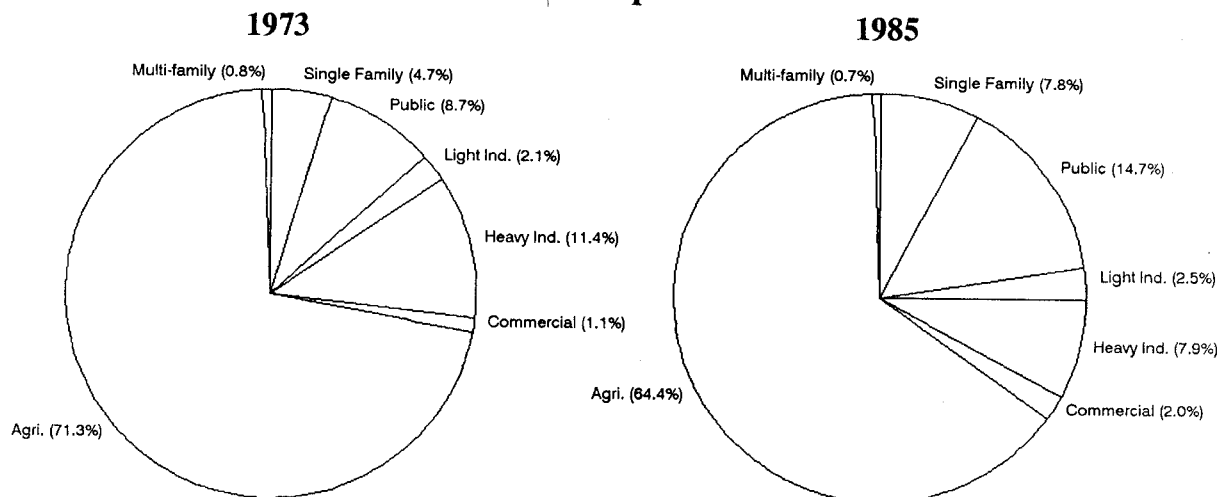
TABLE 10
PERRY TOWNSHIP ZONING CHANGES
SUBAREA TWO 1973 - 1985

Zoning Types	1973	1985	Absolute Change	% Change	1973 % Total	1985 % Total
1. Residential						
a) Single/2 Family	3142.0	2930.0	-212.0	-6.7%	49.1%	45.8%
b) Multi-family	556.0	643.0	87.0	15.6%	8.7%	10.0%
Total Residential	3698.0	3573.0	-125.0	-3.4%	57.8%	55.8%
2. Commerical						
a) Office	37.0	78.0	41.0	110.8%	0.6%	1.2%
b) Retail	516.0	647.0	131.0	25.4%	8.1%	10.1%
Total Commerical	553.0	725.0	172.0	31.1%	8.6%	11.3%
3. Industrial						
a) Light	5.0	4.0	-1.0	-20.0%	0.1%	0.1%
b) Heavy	136.0	131.0	-5.0	-3.7%	2.1%	2.0%
Total Industrial	141.0	135.0	-6.0	-4.3%	2.2%	2.1%
4. Public						
a) Parks	60.0	56.0	-4.0	-6.7%	0.9%	0.9%
b) Special Uses	412.0	392.0	-20.0	-4.9%	6.4%	6.1%
Total Public	472.0	448.0	-24.0	-5.1%	7.4%	7.0%
5. Agriculture	1536.0	1519.0	-17.0	-1.1%	24.0%	23.7%
TOTAL	6400.0	6400.0				

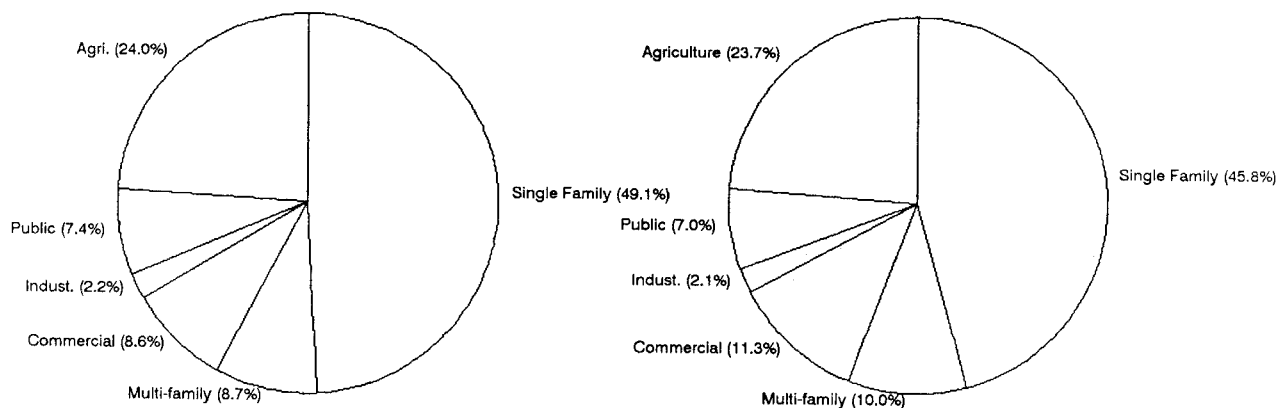
TABLE 11
PERRY TOWNSHIP ZONING CHANGES
SUBAREA THREE 1973 - 1985

Zoning Types	1973	1985	Absolute Change	% Change	1973 % Total	1985 % Total
1. Residential						
a) Single/2 Family	5251.0	5267.0	16.0	0.3%	41.0%	41.1%
b) Multi-family	465.0	765.0	300.0	64.5%	3.6%	6.0%
Total Residential	5716.0	6032.0	316.0	5.5%	44.7%	47.1%
2. Commerical						
a) Office	121.0	285.0	164.0	135.5%	0.9%	2.2%
b) Retail	351.0	452.0	101.0	28.8%	2.7%	3.5%
Total Commerical	472.0	737.0	265.0	56.1%	3.7%	5.8%
3. Industrial						
a) Light	16.0	24.0	8.0	50.0%	0.1%	0.2%
b) Heavy	4.0	3.0	-1.0	-25.0%	0.0%	0.0%
Total Industrial	20.0	27.0	7.0	35.0%	0.2%	0.2%
4. Public						
a) Parks	160.0	199.0	39.0	24.4%	1.3%	1.6%
b) Special Uses	645.0	725.0	80.0	12.4%	5.0%	5.7%
Total Public	805.0	924.0	119.0	14.8%	6.3%	7.2%
5. Agriculture						
	5787.0	5080.0	-707.0	-12.2%	45.2%	39.7%
TOTAL	12800.0	12800.0				

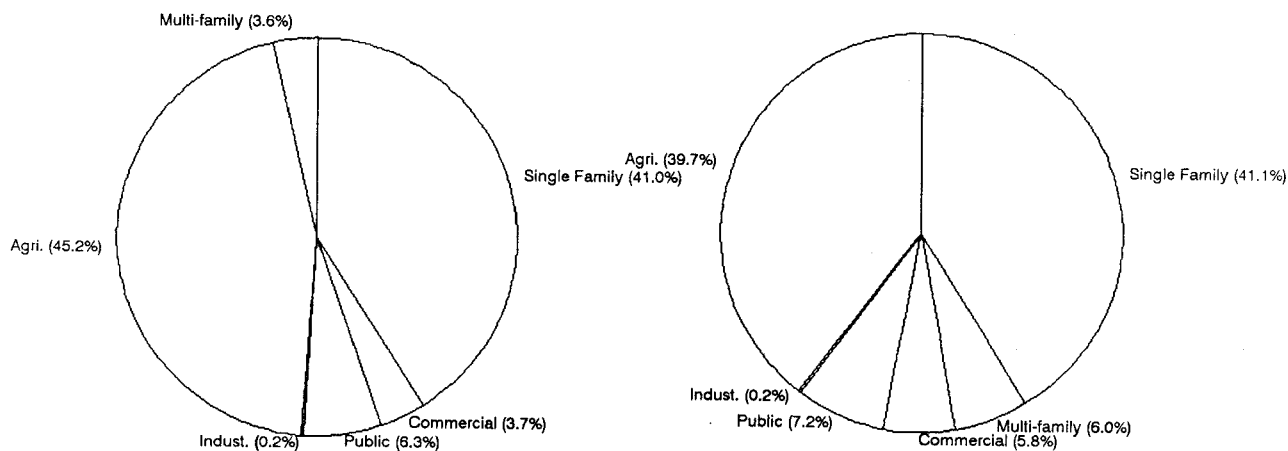
Figure 10
Perry Township Zoning
Subarea Comparison



SUBAREA ONE



SUBAREA TWO



SUBAREA THREE

Parkland zoning increased by 39 acres (24.4%). Special uses zoning increased by 80 acres (12.4%). Parkland zoning occupied only 1.3% of Subarea Three in 1973 and increased slightly to 1.6% by 1985. Special uses zoning, however, increased from 5% in 1973 to 5.7% in 1985.

Chapter 5

Land Use, Zoning and Comprehensive Plan Comparisons

Methodology

Three files (or data bases) are compared in this section. They are:

1. General land use plan taken from the Marion County Comprehensive Plan which recommends a lands use pattern for Perry Township;
2. Current zoning ordinance which indicates 1985 zoning classification for each land parcel in the township; and
3. Land use inventory which shows the 1985 land uses.

The Marion County Comprehensive Plan contains a general land use plan for each township. Chapter 5 compares the Marion County Comprehensive Plan as it affects Perry Township to the land use and zoning inventories previously discussed in this study. These comparisons will offer insight regarding the success of the general land use plan objectives.

Unfortunately, exact comparisons between the Comprehensive Plan, Land Use Inventory and Zoning Ordinance cannot be made since land use classifications and boundary lines differ among them. The Zoning Ordinance, for example, contains two agricultural districts that have some correlation to the vacant land category contained in the land use inventory. However, the Comprehensive Plan is a policy guide that assumes full development. It contains no vacant land or agricultural categories for comparisons.

The boundary line problem principally affects the vacant land category of the Land Use Inventory when compared to the zoning districts. Property lines generally serve as the determinant when a zoning boundary is needed. The land use inventory was prepared from aerial photography that does not identify property lines. Therefore, general estimates were made in the land use inventory regarding the amount of actual land being utilized by each use. This method generated high vacant land use numbers for the land use inventory.

The limitations are inherent in any analysis of land use employing these three information bases. However, it is still possible to offer the generalized comparisons that follow:

Perry Township Comparisons

It is important to reemphasize that the Marion County Comprehensive Plan is a policy guide to direct a community's development. The purpose of the Comprehensive Plan is to provide an overall guide to development that optimizes use of the land area while safeguarding the private interests of residents as well as the well-being of the community at large. The Plan is only a policy guide and it does not mandate new development nor does it require that all new development conform to the Plan.

Residential

Residentially developed land, in 1985, accounted for 10,168 acres (35%) of the total land area of Perry Township. Current zoning as of 1985 showed 10,433 acres being used for residential purposes (36%). The Comprehensive Plan shows 20,906 acres (73.8%) devoted to residential development. The Comprehensive Plan, therefore, recommends more than twice the residential acreage that existed in 1985. The development of new residential properties will occur primarily on land that is currently vacant in the land use inventory study and designated as agricultural in the zoning inventory.

The single-family residential category exhibits a similar ratio to both single and multi-family combined when compared to the land use inventory, the zoning inventory and the Comprehensive Plan. Land devoted to single-family use in Perry Township in 1985 totaled 9,415 acres (32.5%), while 8,958 acres (30.9%) were zoned for single-family residential development. The Comprehensive Plan shows up to 18,241 acres (64.4%) devoted to single-family development. Therefore, the Comprehensive Plan recommends nearly twice as much single-family residential development as existed or was zoned in 1985. The same situation exists with the entire residential category. Twice as much acreage is shown on the Comprehensive Plan as on the 1985 land use or zoning inventories.

Multi-family residential ratios reveal a different scenario. The potential acreage to be used for multi-family residential development shown in the Comprehensive Plan is nearly 1.8 times that of the 1985 multi-family zoning acreage. These zoning districts, in fact, occupy nearly two times the acreage of land actually used for multi-family residential in 1985. Therefore, the Comprehensive Plan would support nearly four times the multi-family residential development that existed in 1985.

Commercial

Totaling 904 acres, only 3.1% of the land area of Perry Township was used for commercial purposes in 1985. As much as 825 of these acres was devoted to retail uses. The study of 1985 zoning classifications indicates that 5.7% of the township was zoned for commercial purposes. With 1,250 acres (or 4.3%), retail zoning dominated the total commercial zoning of 1660 acres in 1985. The Comprehensive Plan recommends 1,447

acres, 5% of Perry Township, for potential commercial growth, but does not delineate between retail or office uses. The Comprehensive Plan would support nearly 1.6 times the commercial acreage that existed in 1985, but would not support the number of 1985 commercially zoned acres at 1,660.

The comparison of office and retail properties in the previous paragraph is not altogether adequate for the purposes of this study, since it does not account for the amount of floor space devoted to each use. A one story building and a twelve story building occupying the same amount of acreage, for example, would be considered as equivalent in the land use inventory. The section on projections in Chapter 9 will provide a comparison of floor space used for office versus retail purposes.

Industrial

Industrial use acreage and industrial zoning acreage were relatively equivalent at 1,158 and 1,186 respectively in 1985. The Comprehensive Plan, however, recommends up to 2937 acres (10.4%) of Perry Township for potential industrial development. This difference of over 1,700 acres, combined with the fact that industrial growth has been steady but industrial zoning acreage has sharply declined from 1973 to 1985, leads one to the conclusion that the industrial acreage designated in the Comprehensive Plan might possibly be more than the market is willing to support in Perry Township.

The "heavier" industrial uses and zoning districts dominated both acreage determinations. Heavy industrial uses and zoning classifications each amounted to more than three times the acreage of light industrial uses and classifications. This is similar to the ratio shown by the Comprehensive Plan for Marion County, where light industrial represents nearly one half that of the general industrial category.

Other

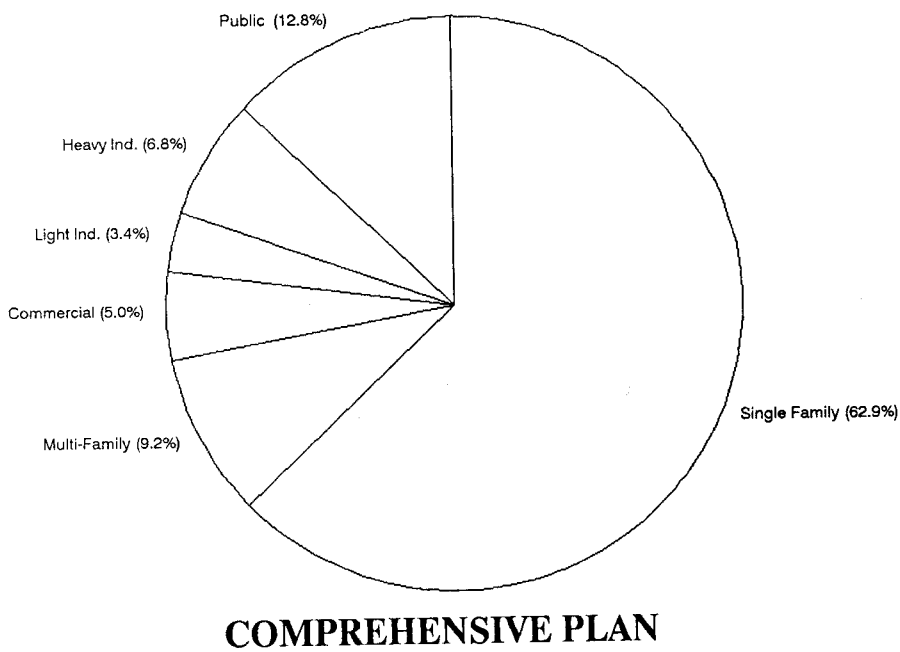
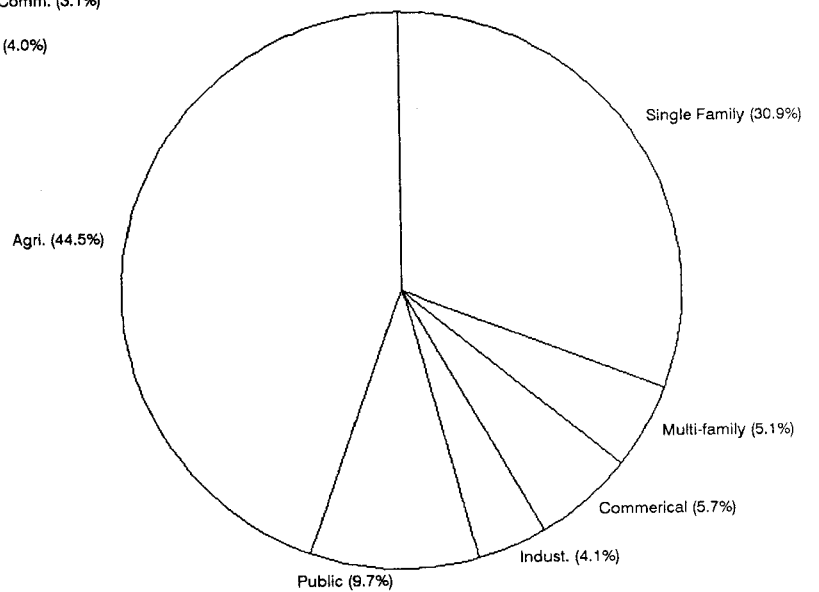
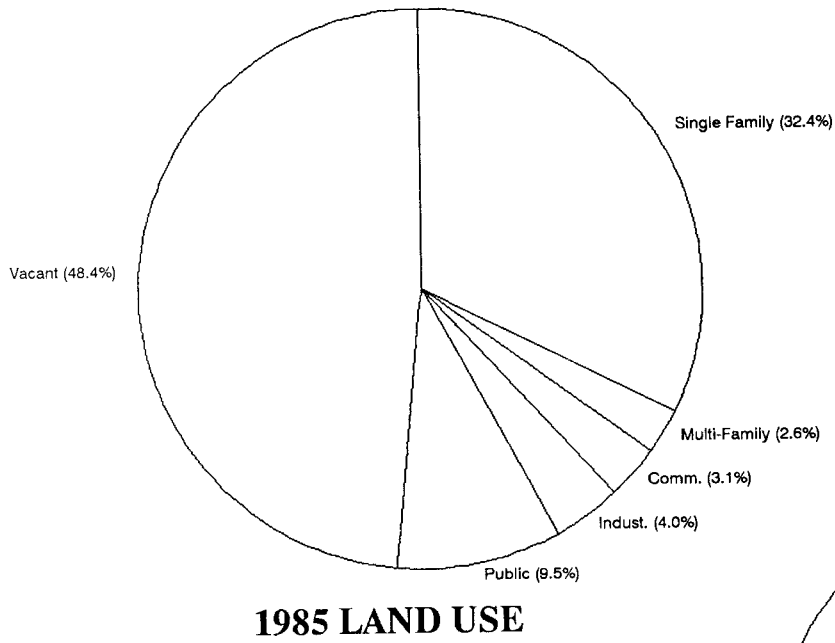
Land used or planned for public or semi-public purposes (schools, churches, etc.) and streets are included in this category. Land which is recommended to remain idle is also included in this "other" category. The majority of idle land designated in the Comprehensive Plan is shown as Urban Conservation due to the flood plain of the White River. (The Comprehensive Plan cannot support development in a potential flood area for obvious reasons.)

The Comprehensive Plan recommends 707 acres of public or semi-public land (except parks and streets), while actual public usage in 1985 occupied 975 acres (3.4%) of Perry Township and zoning occupied 2,564 acres (8.8%). Those acres devoted to public or semi-public uses in 1985 have, therefore, surpassed the recommendations in the Comprehensive Plan. The 1985 public use zoning acreage has surpassed the Comprehensive Plan recommendation by more than 3.5 times. Acreage for 1985 parkland uses and parkland zoning both dramatically outweigh the designated parkland in the Comprehensive Plan. Only the "streets" category in the 1985 land use inventory equates with the Comprehensive Plan regarding acreage occupied. With the exception being streets, the

TABLE 12
PERRY TOWNSHIP COMPARISONS
(ACRES)

	1985 LAND USE		1985 ZONING		COMPREHENSIVE PLAN	
	Acres	% of total	Acres	% of total	Acres	% of total
1. Residential						
a. Single and Two-Family	9415.00	32.4%	8958.00	30.9%	18244.75	62.9%
b. Multi-Family	753.00	2.6%	1475.00	5.1%	2665.50	9.2%
Sub-Total	10168.00	35.0%	10433.00	36.0%	20910.25	72.1%
2. Commercial						
a. Office	78.25	0.3%	410.00	1.4%		
b. Retail	825.25	2.8%	1250.00	4.3%		
Sub-Total	903.50	3.1%	1660.00	5.7%	1447.00	5.0%
3. Industrial						
a. Light	176.75	0.6%	276.00	1.0%	977.00	3.4%
b. Heavy	981.00	3.4%	910.00	3.1%	1960.0	6.8%
Sub-Total	1157.75	4.0%	1186.00	4.1%	2937.00	10.1%
4. Public & Semi-Public						
a. Public/Semi-Public	974.75	3.4%	2564.00	8.8%	703.00	2.4%
b. Streets	1453.25	5.0%			1453.25	5.0%
c. Public Parks	319.00	1.1%	255.00	0.9%	246.00	0.8%
d. Urban Conservation					1321.00	4.6%
Sub-Total	2747.00	9.5%	2819.00	9.7%	3723.25	12.8%
5. Vacant/Agriculture	14041.25	48.4%	12919.50	44.5%		
Total	29017.50		29017.50		29017.50	

FIGURE 11
PERRY TOWNSHIP COMPARISONS



Comprehensive Plan has not thoroughly addressed the number of public uses needed to support a township as developed as Perry. Although the long-range planning for schools was likely underestimated in the Comprehensive Plan, the long-range planning for churches is nearly impossible since churches can develop in both residential or commercial areas.

Agriculture

The total area of Perry Township devoted to agricultural zoning in 1985 was 44.5% (12,920 acres). The Comprehensive Plan, which assumes full development of the township in urban uses, does not designate any land area for agricultural purposes.

Vacant

According to the land use study, 14,034 acres (48.4%) of Perry Township was vacant in 1985. This includes all acres that were being used for agricultural purposes. The Comprehensive Plan, although assuming full development, contains 707 acres of vacant land which is 2.4% of the township. This area is, however, comprised of flood plain.

Subarea Comparisons

Subarea One

Subarea One in 1985 contained 925 acres of residentially used land, which accounts for 9.4% of the subarea. The Comprehensive Plan, however, recommends up to 5,508 acres (56.2%) of the subarea. Furthermore, the 1985 residentially zoned acres (828) is one-sixth of the acres dedicated in the Comprehensive Plan which indicates the potential for future residential growth.

Commercial uses occupied 88 acres (0.9%) of Subarea One in 1985. Commercial zoning occupied more than twice this at 198 acres (2% of the subarea). The Comprehensive Plan only recommends 120 acres (1.2%) of Subarea One. Therefore, the existing Comprehensive Plan would support slightly more commercial development than existed in 1985 but not as much as was commercially zoned in 1985.

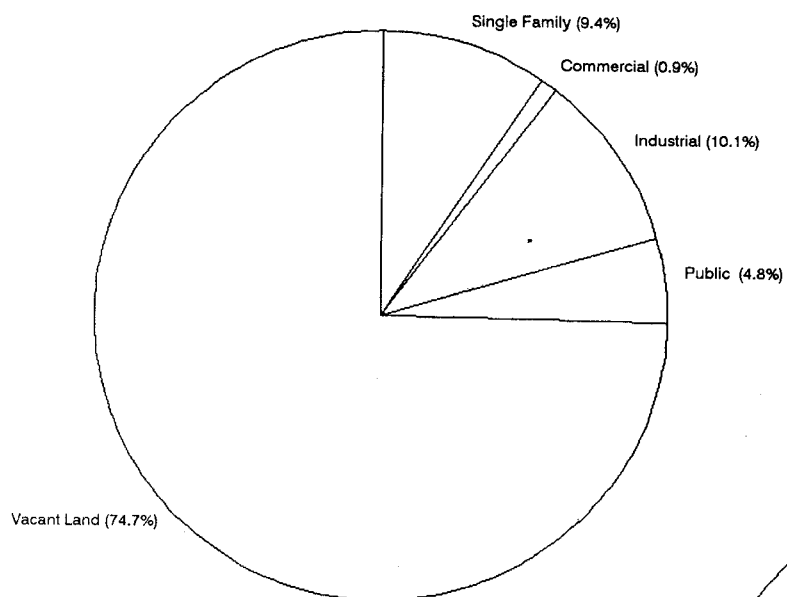
This subarea contained more industrial use acreage, zoning acreage, and Comprehensive Plan acreage than either of the other two subareas. However, the Comprehensive Plan recommends up to 2,404 acres (24.5%) of Subarea One for industrial development. This is still more than twice the acreage of 1985 industrial use and zoning combined.

The only vacant land recommended in the Comprehensive Plan is under the Urban Conservation category at 1,197 acres (12.2%) of the subarea. The true lack of development

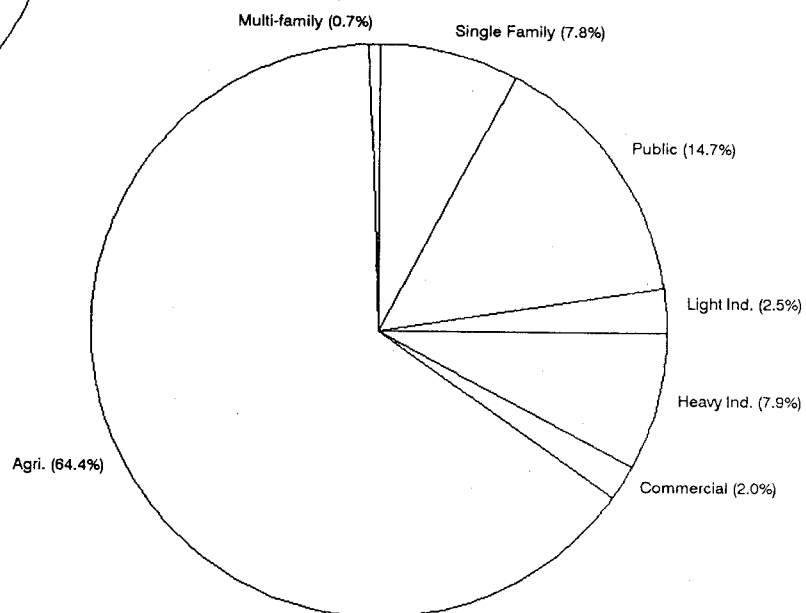
TABLE 13
PERRY TOWNSHIP COMPARISONS
SUBAREA ONE
(ACRES)

	1985 LAND USE		1985 ZONING		COMPREHENSIVE PLAN	
	Acres	% of total	Acres	% of total	Acres	% of total
1. Residential						
a. Single and Two-Family	923.75	9.4%	761.00	7.8%	5120.25	52.1%
b. Multi-Family	1.00	0.0%	67.00	0.7%	387.50	4.0%
Sub-Total	924.75	9.4%	828.00	8.4%	5507.75	56.1%
2. Commercial						
a. Office	2.25	0.0%	47.00	0.5%		
b. Retail	85.75	0.9%	151.00	1.5%		
Sub-Total	88.00	0.9%	198.00	2.0%	119.50	1.2%
3. Industrial						
a. Light	104.00	1.1%	248.00	2.5%	563.50	5.7%
b. Heavy	892.25	9.1%	776.00	7.9%	1840.00	18.7%
Sub-Total	996.25	10.2%	1024.00	10.4%	2403.50	24.5%
4. Public & Semi-Public						
a. Public/Semi-Public	198.75	2.0%	1447.00	14.7%	320.00	3.3%
b. Streets	269.75	2.8%			269.75	2.8%
c. Public Parks	3.75	0.0%	0.00	0.0%	0.00	0.0%
d. Urban Conservation					1197.00	12.2%
Sub-Total	472.25	4.8%	1447.00	14.7%	1786.75	18.2%
5. Vacant/Agriculture	7336.25	74.7%	6320.50	64.4%		
Total	9817.50		9817.50		9817.50	

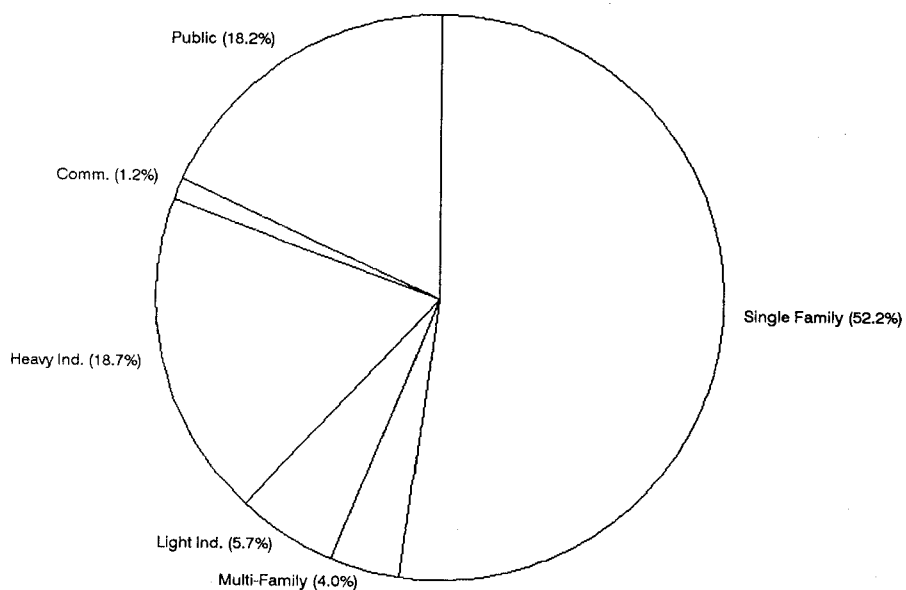
FIGURE 12
SUBAREA ONE COMPARISONS



1985 LAND USE



1985 ZONING



COMPREHENSIVE PLAN

concerning this subarea is evident by the actual 1985 vacant land acreage. Vacant land in Subarea One in 1985 accounted for 7,329 acres (74.7%), while agriculturally zoned acres stood at 6,321 acres (64.4%) of the subarea. Almost 3 in 4 of the subarea's acres were, therefore, comprised of vacant land in 1985.

The Comprehensive Plan recommends only 320 acres (3.3%) of Subarea One for special uses, while 1985 special uses were even less than this at 199 acres (2%). However, special uses zoning was much higher at 1447 acres (14.7%). Although actual special uses acreage had not caught up with the Comprehensive Plan's recommendation, the immediate potential (special use zoning) reveals the possibility of special uses expanding far beyond the Comprehensive Plan.

Subarea Two

Subarea Two in 1985 contained 2,798 acres of residentially used land which accounts for 43.7% of the subarea. The Comprehensive Plan, however, recommends up to 4,530 acres (70.8%) of the subarea. The 1985 residentially zoned acreage (3,573) is substantially greater than the land use acreage but still far below that of the Comprehensive Plan's residential total.

Commercial uses occupied 377 acres (5.9%) of Subarea Two in 1985. Commercial zoning occupied nearly twice this at 725 acres (11.3%) of the subarea. The Comprehensive Plan, however, only recommends 516 acres (8.1%) of Subarea Two. The existing Comprehensive Plan would support 138 additional acres of commercial uses in Subarea Two, but would also support a reduction of 210 commercially zoned acres.

The same acreage relationship as exists in the commercial category also exists in the industrial category regarding the Comprehensive Plan's support of much more industrial development than currently exists. There was actually more industrial development than industrial zoning acreage in 1985. Nine more acres are actually used for industrial than are properly zoned. The combined zoning and use acreage amounts to slightly more than one half of the Comprehensive Plan's recommendation.

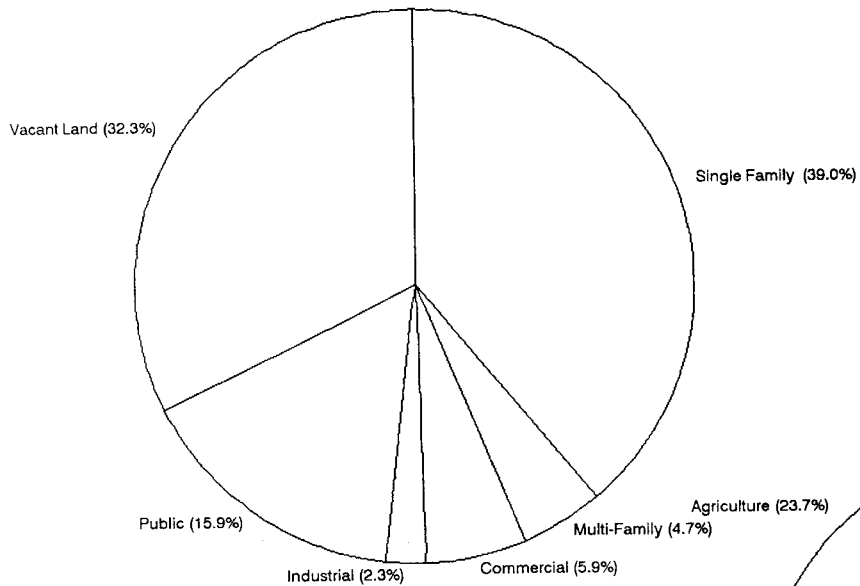
Subarea Two's Comprehensive Plan approach does not show any acreage for vacant land (Urban Conservation). However, the land not used or currently zoned for agricultural purposes is substantial at 2,065 acres (32.3%) of the subarea for actual idle land and 1,519 (23.7%) still zoned for agricultural in 1985. One in three acres of Subarea Two was still vacant as late as 1985.

The Comprehensive Plan recommends only 178 acres (2.8%) of Subarea Two for special uses, while 1985 special uses and special uses zoning outnumber the Comprehensive Plan's recommendations of 302 acres (4.7%) and 392 (6.1%), respectively.

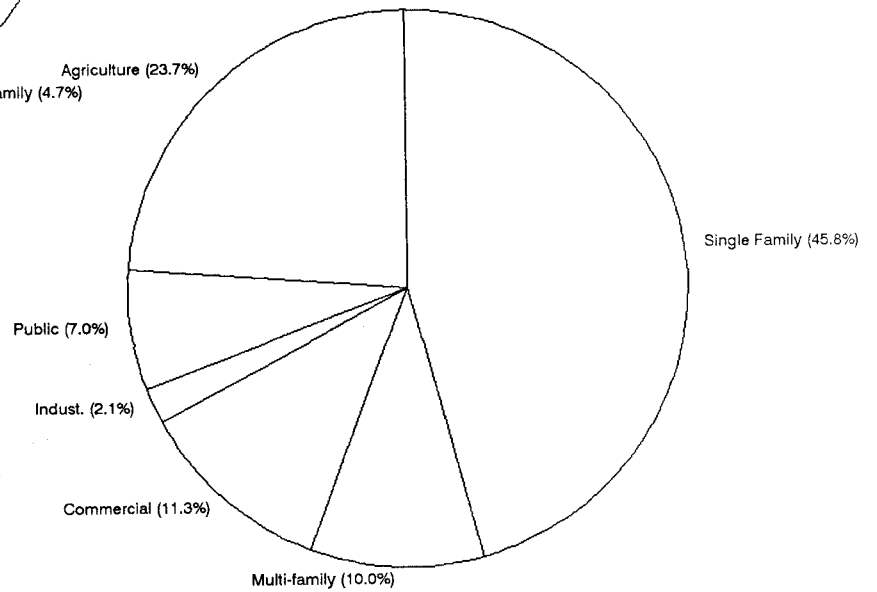
TABLE 14
PERRY TOWNSHIP COMPARISONS
SUBAREA TWO
(ACRES)

	1985 LAND USE		1985 ZONING		COMPREHENSIVE PLAN	
	Acres	% of total	Acres	% of total	Acres	% of total
1. Residential						
a. Single and Two-Family	2495.50	39.0%	2930.00	45.8%	3408.00	53.3%
b. Multi-Family	302.25	4.7%	643.00	10.0%	1122.00	17.5%
Sub-Total	2797.75	43.7%	3573.00	55.8%	4530.00	70.8%
2. Commercial						
a. Office	14.00	0.2%	78.00	1.2%		
b. Retail	363.25	5.7%	647.00	10.1%		
Sub-Total	377.25	5.9%	725.00	11.3%	515.50	8.1%
3. Industrial						
a. Light	56.00	0.9%	4.00	0.1%	413.50	6.5%
b. Heavy	88.75	1.4%	131.00	2.0%	120.00	1.9%
Sub-Total	144.75	2.3%	135.00	2.1%	533.50	8.3%
4. Public & Semi-Public						
a. Public/Semi-Public	301.75	4.7%	392.00	6.1%	178.00	2.8%
b. Streets	591.00	9.2%			591.00	9.2%
c. Public Parks	122.50	1.9%	56.00	0.9%	52.00	0.8%
Sub-Total	1015.25	15.9%	448.00	7.0%		
5. Vacant/Agriculture	2065.75	32.3%	1519.00	23.7%	821.00	12.8%
Total	6400.00		6400.00		6400.00	

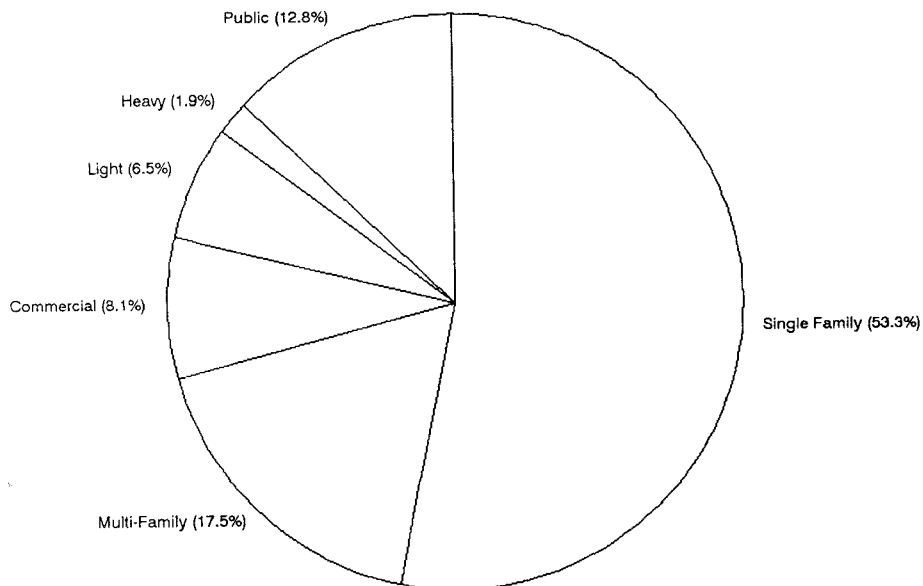
FIGURE 13
SUBAREA TWO COMPARISONS



1985 LAND USE



1985 ZONING



COMPREHENSIVE PLAN

Subarea Three

Subarea Three in 1985 contained 6,446 acres (50.4%) of the subarea) of residentially used land, while only 6,032 acres (47.1%) were residentially zoned. The Comprehensive Plan, however, recommends up to 10,873 acres (84.9%) of the subarea to be used for residential purposes.

A common progression of these three variables (use, zoning, Comprehensive Plan) exists within the commercial category. The 1985 commercial use acreage stands at 438 (3.4%); the zoning acreage stands at 737 (5.8%); and the Comprehensive Plan recommends up to 812 acres for potential commercial development (6.3%) of the subarea.

Subarea Three in 1985 contained 17 acres of industrial uses at 0.1% of the subarea and 27 acres of industrial zoning at 0.2%. The Comprehensive Plan, however, does not allocate any portion of Subarea Three for industrial use.

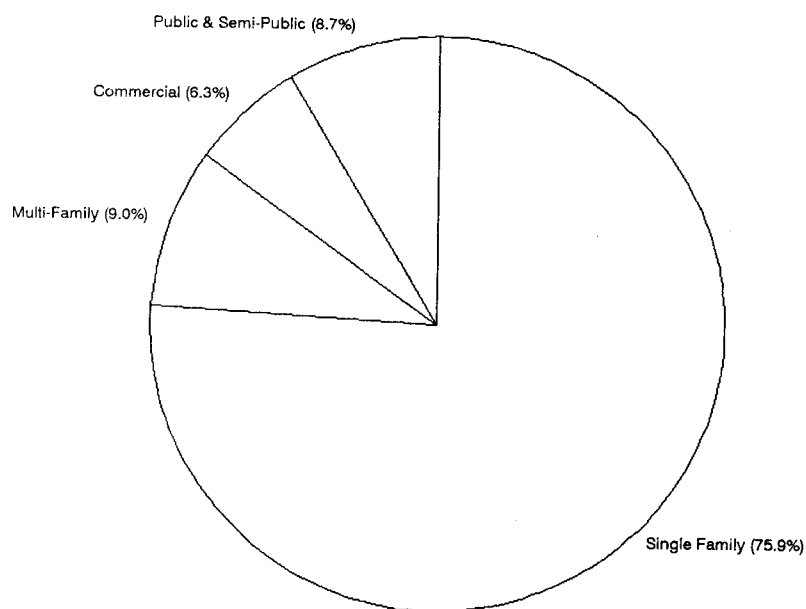
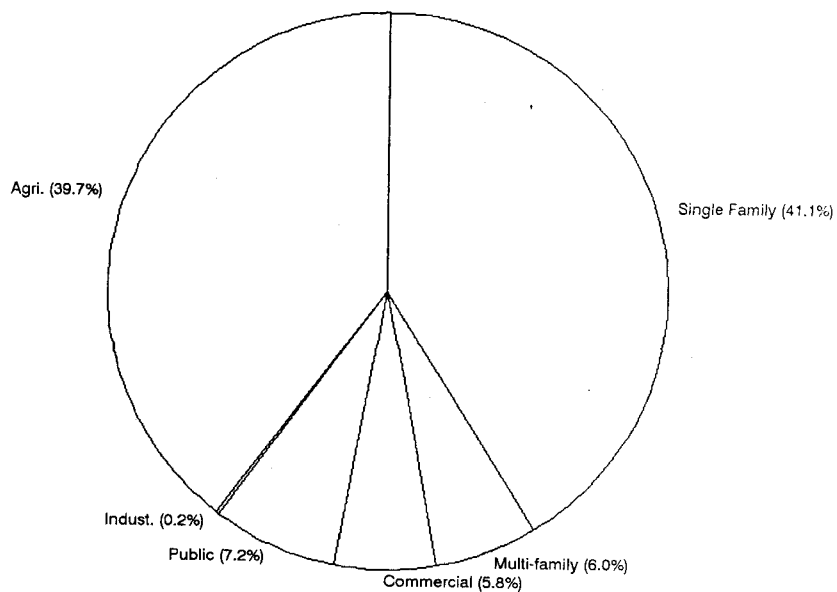
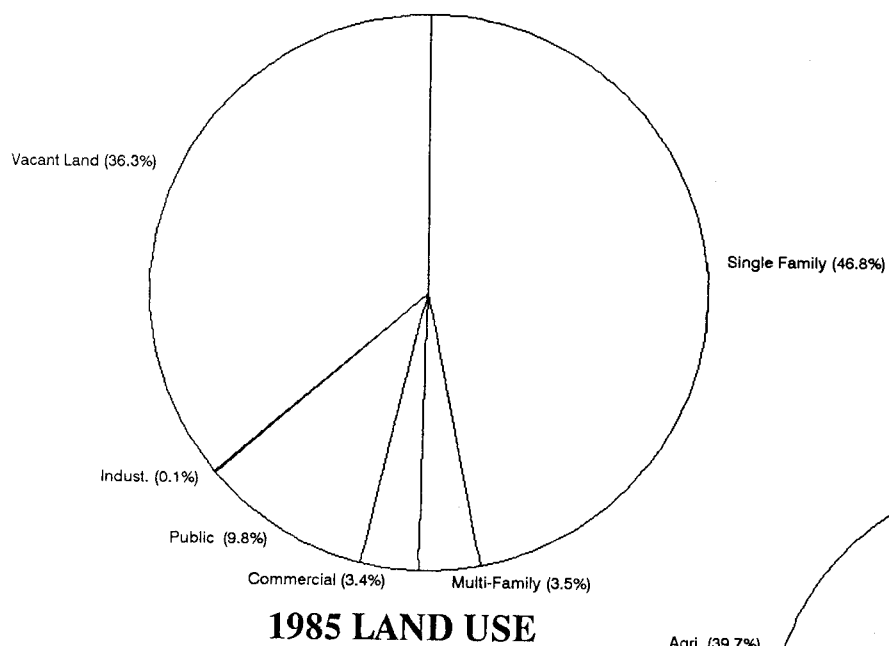
The Comprehensive Plan still falls short regarding the Public and Semi-Public category compared to both existing and zoned Public and Semi-Public categories. The Comprehensive Plan recommends 205 acres of Public and Semi-Public uses, while actual uses and zoning acreage amount to more than twice this on each count.

Vacant land in 1985 stood at 4,640 acres (36.3%) of Subarea Three. Agricultural zoning was more common at 5,080 acres (39.7%), which leads one to assume that some agriculturally zoned land was developed in 1985. The Comprehensive Plan only recommends 1,116 acres (8.7%) of the subarea remain vacant in the Urban Conservation designation. The majority of this is, however, within the flood plain of Little Buck Creek. Therefore, more than four times the amount of vacant land designated in the Comprehensive Plan existed in 1985.

TABLE 15
PERRY TOWNSHIP COMPARISONS
SUBAREA THREE
(ACRES)

	1985 LAND USE		1985 ZONING		COMPREHENSIVE PLAN	
	Acres	% of total	Acres	% of total	Acres	% of total
1. Residential						
a. Single and Two-Family	5995.75	46.8%	5267.00	41.1%	9716.50	75.9%
b. Multi-Family	449.75	3.5%	765.00	6.0%	1156.00	9.0%
Sub-Total	6445.50	50.4%	6032.00	47.1%	10872.50	84.9%
2. Commercial						
a. Office	62.00	0.5%	285.00	2.2%		
b. Retail	376.25	2.9%	452.00	3.5%		
Sub-Total	438.25	3.4%	737.00	5.8%	812.00	6.3%
3. Industrial						
a. Light	16.75	0.1%	24.00	0.2%	0.00	0.0%
b. Heavy	0.00	0.0%	3.00	0.0%	0.00	0.0%
Sub-Total	16.75	0.1%	27.00	0.2%	0.00	0.0%
4. Public & Semi-Public						
a. Public/Semi-Public	474.25	3.7%	725.00	5.7%	205.00	1.6%
b. Streets	592.50	4.6%			592.50	4.6%
c. Public Parks	192.75	1.5%	199.00	1.6%	194.00	1.5%
d. Urban Conservation					124.00	1.0%
Sub-Total	1259.50	9.8%	924.00	7.2%	1115.50	8.7%
5. Vacant/Agriculture	4640.00	36.3%	5080.00	39.7%		
Total	12800.00		12800.00		12800.00	

FIGURE 14
SUBAREA THREE COMPARISONS



Chapter 6

PERRY TOWNSHIP TRANSPORTATION SYSTEM

Transportation is a city service that is an extremely important factor in determining the type and density of development. In high growth areas, there will be increased demands for providing greater levels of transportation services. The enclosed information describes the transportation system in Perry Township, including:

- Description of the existing facilities
- Needs assessment
- Summary of planned improvements.

Description of Existing Facilities

Existing Street System

One way to understand the existing transportation network in Perry Township is to examine the functional classification of its streets. A functional classification is the grouping of roadways in the planning area into an integrated system identified by their principal uses in the overall transportation system. It is based upon the concept that each street, road, and highway has a predominant purpose ranging from mostly access (such as streets in residential subdivisions) to primarily through movement (such as freeways). Map 2 shows the 1983 Existing Functional Classification System for Perry Township. Table 16 provides definitions of the classification categories.

The City's street system adheres to a combination of a grid system containing rectangular blocks and a spoked-wheel pattern of streets converging on the downtown area. Perry Township's street system is designed along the same grid like pattern, with I-65, U.S. 31, and S.R. 37 serving as the spokes that move traffic in and out of the downtown area.

Public Transit

The Indianapolis Public Transportation Corporation/METRO currently operates eight (8) bus routes which service major residential, commercial and retail centers within Perry Township. These routes are identified in Table 17. Of the eight routes provided in the township, four are express routes and four are local. Express routes, which operate only Monday through Friday, principally provide service for commuters in the township to the Central Business District (CBD). Local routes operate each day of the

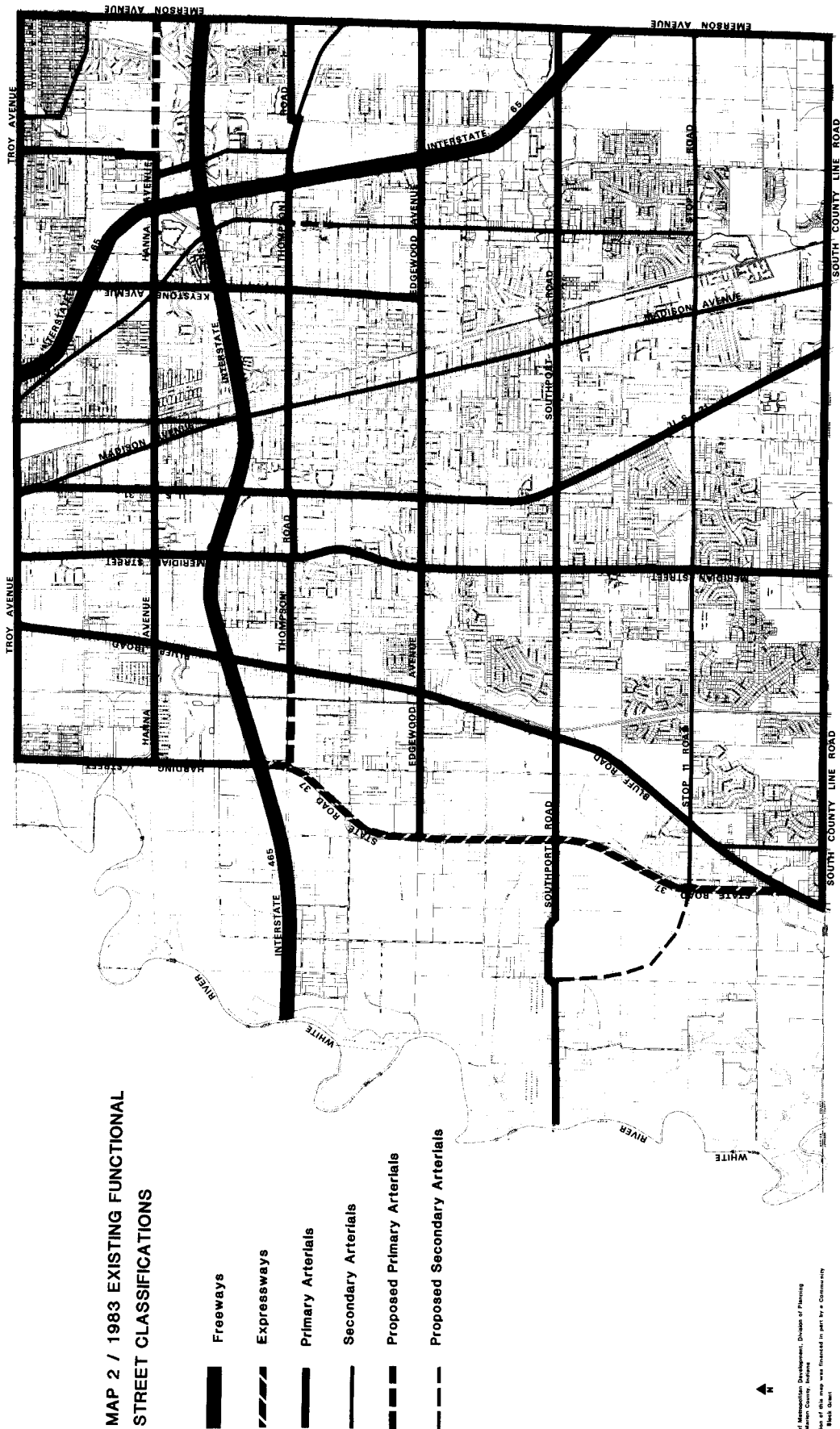


Table 16

Indianapolis Functional Street Classification Definitions

- 1) Freeways
Divided highways with full control of access and grade-separated interchanges. Primary function is movement of traffic in particular long trips made within and through the study area. These roads are designed for high-speed operation (50-60 MPH) and require wide rights-of-way ranging up to 300 ft.
- 2) Expressways
Access controlled routes with design and operational characteristics similar to freeways, with some intersections at-grade. Access control is usually obtained by using medians, frontage roads, and selected location of intersections. These roads are designed for relatively high speed operation (45 MPH) and require rights-of-way ranging up to 200 ft.
- 3) Primary Arterials
These routes have greater traffic carrying capabilities and higher levels of service than other at-grade routes to channelize major traffic movements. They either carry higher volumes than other adjacent routes or have the potential to carry higher volumes. They serve as connecting routes to the freeway system and to other primary arterials, and are oriented primarily to moving traffic rather than serving abutting land-use. Rights-of-way may range up to 120 ft.
- 4) Secondary Arterials
These routes serve a higher percentage of short trips than do primary arterials. They carry significant volumes and are needed to provide system continuity. Right-of-way widths may range up to 100 ft.
- 5) Collectors
Primary function is to collect traffic from an area and move it to an arterial while also providing substantial service to abutting land-use.
- 6) Local Streets
Comprise the remainder of the surface streets and have the primary function of service to abutting land-use.

week and on holidays. In addition, local routes operate more frequently than the express services.

There are thirteen (13) Park-and-Ride locations in Perry Township. The Park-and-Ride system was designed so individuals not having immediate access to an express route in their area can utilize METRO services by parking their cars at a specified location to board the bus. (See Map 3.)

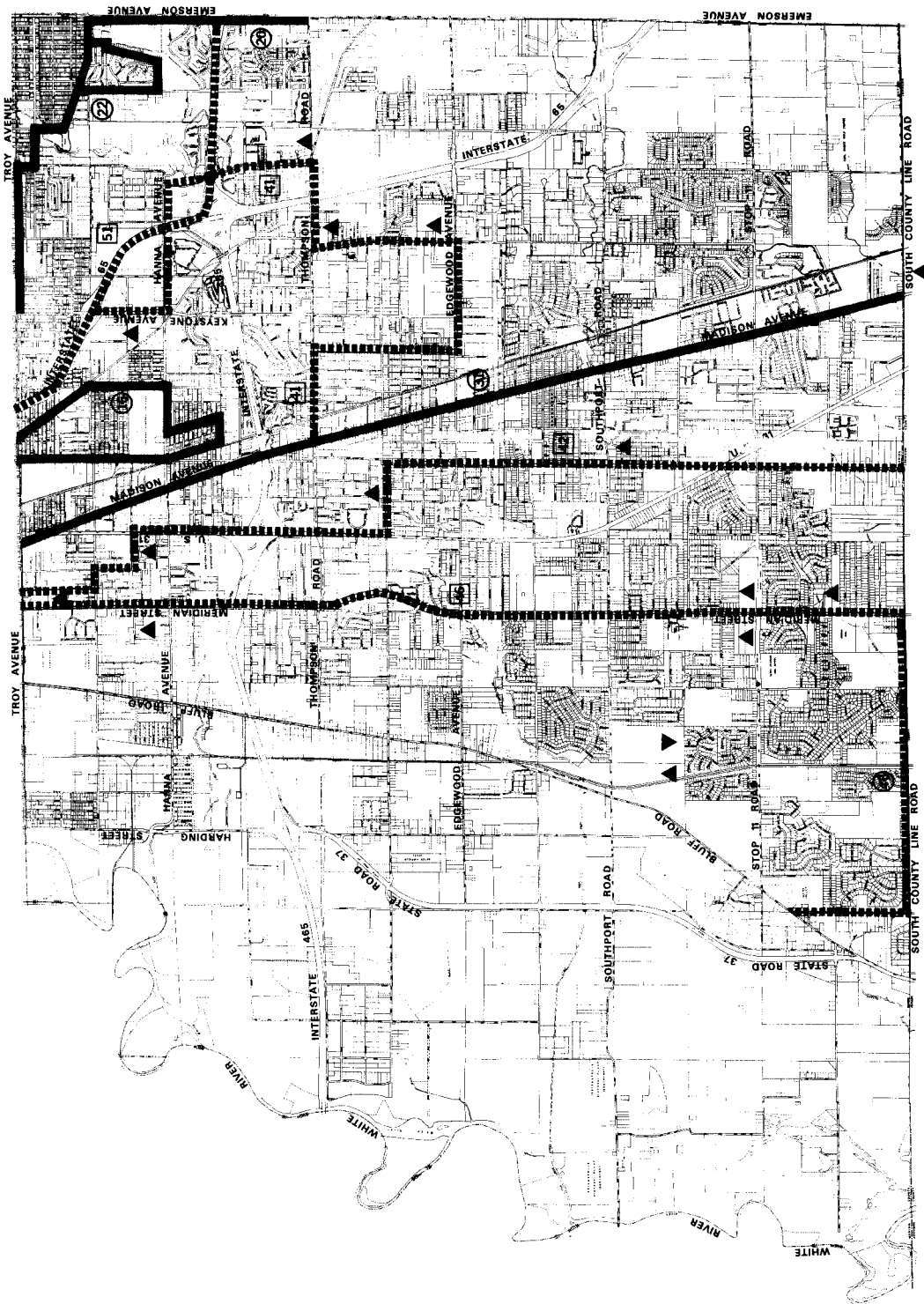
Table 17
Perry Township IPTC Routes

<u>Route No.</u>	<u>Route Name</u>	(1) <u>Vehicle</u> <u>Miles/</u> <u>Route</u>	(2) <u>Roadway</u> <u>Miles/</u> <u>Route</u>
<u>Local Routes</u>			
31	Greenwood	11.16	5.58
16	South Meridian	6.80	3.42
22	Shelby	8.22	4.10
20	Beech Grove	5.14	2.57
<u>Express Routes</u>			
46X	South Meridian	12.36	6.18
42X	Shelby East	13.36	6.80
41X	Edgewood	15.96	7.73
51X	Southeast	9.62	4.81

Bridges

Of the 476 bridges in Marion County, 41 are located in Perry Township. Sufficiency ratings are used to describe the structural condition of bridges. The scale of sufficiency ratings for bridges ranges from 0-100. Zero (0) is the worst possible condition and 100 is the optimal condition.

In Marion County there are 224 Bridges with sufficiency ratings higher than 80.00, 173 bridges with sufficiency ratings between 50.00 to 80.00, and 79 bridges below 50.00. In Perry Township there are 30 bridges with sufficiency ratings of 80.00 or higher, 16 bridges with sufficiency ratings between 50.00 to 80.00, and 4 bridges below 50.00 (see Table 18 and Map 4).



MAP 3 / BUS ROUTES

- Local Routes
- Express Routes
- Park & Ride Lots

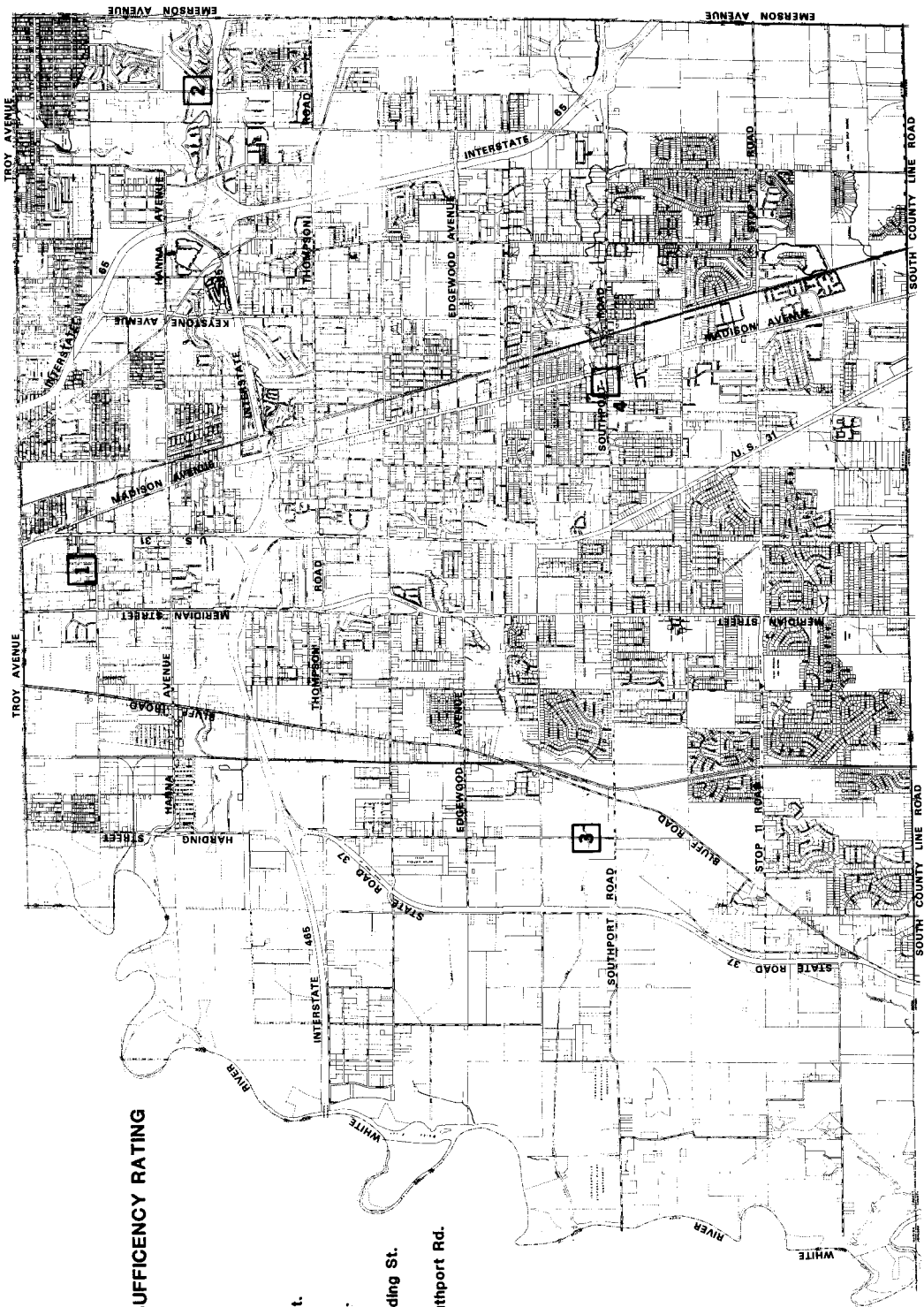
Department of Metropolitan Development, Division of Planning
Indianapolis Bureau, County, Indiana
The preparation of this map was financed in part by a Census 2000
Development Block Grant

TABLE 18
1987
Perry Township
Bridge Sufficiency Rating

Facility Carried	Intersection	Sufficiency Rating
Emerson Ave.	Lick Creek	93.80
Main St.	Lick Creek	68.20
13th Ave.	Lick Creek	78.40
Harding St.	Lick Creek	94.90
Bluff Rd.	Lick Creek	88.90
Thompson Rd.	Haueisen Ditch	87.90
S. Keystone	Lick Creek	99.10
Stop Eight Rd.	Little Buck Creek	76.90
Edgewood Ave.	Little Buck Creek	80.40
Brill St.	Highland Creek	37.80
Norton St.	Highland Creek	89.10
Sherman Ave.	Lick Creek	74.50
Emerson Ave.	Beech Creek	93.00
9th Ave.	Beech Creek	31.20
Edgewood Ave.	Little Buck Creek	69.90
Edgewood Ave.	Little Buck Creek	79.90
Edgewood Ave.	Little Buck Creek	79.09
Southport Rd.	White River	74.40
Bluff Rd.	Little Buck Creek	52.30
Co. Line Rd.	Pleasant Run	80.00
Tibbs Rd.	Little Buck Creek	88.90
Belmont St.	Little Buck Creek	88.10
Harding St.	Little Buck Creek	26.00
Co. Line Rd.	Buffalo Creek	*
Banta Rd.	Little Buck Creek	82.70
Harding St.	Orme Ditch	77.90
Southport Rd.	Little Buck Creek	48.60
Southport Rd.	Little Buck Creek	78.10
Co. Line Rd.	Pleasant Run	94.60
Banta Rd.	Little Buck Creek	71.50
Deleware St.	Buffalo Creek	84.30
McFarland St.	Little Buck Creek	61.80
Southport Rd.	Little Buck Creek	77.80
Southport Rd.	Little Buck Creek	97.40
Emerson Ave.	Little Buck Creek	89.80
Madison Ave.	Little Buck Creek	91.20
Madison Ave.	Highland Creek	99.10
Shelby St.	Little Buck Creek	77.60
Derbyshire Rd.	Little Buck Creek	90.00
Dershire Rd.	Derbyshire Creek	73.00
Banta Rd.	Derbyshire Creek	81.80

* - Restoration in December 1987

Source: IDOH Marion County Bridge Sufficiency Rating Index
December 16, 1986



MAP 4 / BRIDGES WITH SUFFICIENCY RATING
LESS THAN 50

BRIDGE LOCATION

- 1 Highland Creek/Brill St.
- 2 Beech Creek/9th Ave.
- 3 Little Buck Creek/Harding St.
- 4 Little Buck Creek/Southport Rd.

Department of Transportation, Division of Planning
Indianapolis, Indiana
The preparation of this map was financed in part by a Cooperative
Development Grant.

High Accident Locations

Perry Township has eleven high accident intersections as indicated in Table 19. Rates are determined by dividing the annual total number of accidents by the estimated number of vehicles entering the intersection. The accident rate is based upon the annual total number of accidents and the total number of vehicles entering the intersection for each intersection. Approximately 130 high accident intersections are monitored in Marion County. For planning purposes, intersections having an accident rate greater than 2.00 are identified as a "trouble spots" needing further study. In 1986, 48 Marion County intersections had an accident rate greater than 2.00. Four of these are in Perry Township. As these locations are identified, they can be examined to determine what measures can be employed to increase safety. Measures such as adding left turn lanes or left turn signals, adding appropriate signage, or providing new lighting may lead to an appreciable reduction in the accident rate.

Table 19

Perry Township Intersections Ranked by Accident Rate

1986 *Rank in <u>Marion Co.</u>	1986 Rank in <u>Perry Twp.</u>	<u>Intersection</u>	1986 Accident <u>Rate</u>
** 17	1	East (U.S. 31) at National	2.83
20	2	Meridian at South County Line Road	2.70
28	3	Southport Road at S.R. 37	2.40
42	4	U.S. 31 at Stop 11 Road	2.11
56	5	East (U.S. 31) at Hanna	1.85
65	6	Madison at Southport Road	1.76
66	7	South County Line Road at Madison	1.74
83	8	Madison Avenue at Thompson Road	1.52
91	9	South County Line Road at U.S. 31	1.37
102	10	Madison Avenue at Stop 11 Road	1.22
107	11	East (U.S. 31) at Sumner	1.14

* Ranked in Marion County by 1 having highest rate; 128 have lowest rate.

** Out of 128: 128 intersections was the total number of intersections surveyed.

*** Total accidents per million annual entering vehicles.

NEEDS ASSESSMENT

The management of the Indianapolis transportation system is based on the allocation of limited resources -- there are more needs associated with the transportation system than money available to make all the desired improvements. The purpose of the City's transportation planning process is to assess the needs associated with the transportation system and develop a systematic program to allocate the limited financial resources.

Description of Transportation Planning Process

Needed transportation projects are documented in the Indianapolis Regional Transportation Improvement Program (IRTIP) which is prepared annually. It identifies a five-year program of proposed transportation projects in the Indianapolis urbanized area.

The transportation planning program in the Indianapolis area is comprised of two major elements: Long-Range Transportation Planning and Transportation System Management (TSM) Planning which identifies short-range transportation improvements.

The Long-Range Transportation Planning element prepares and maintains the plan for transportation needs twenty years into the future, and recommends the needed roadway improvements including street widenings, bridges, and new roadways. Placing a recommended roadway improvement project into the official plan does not ensure its construction. However, in order for the improvement to be constructed using federal funds, it must be included as part of the official plan. Actual construction of a project is subject to funding availability, impact study, and community review.

The Transportation System Management (or short-range planning element) addresses low-cost projects designed to obtain maximum productivity from the existing transportation system. Projects associated with this element include intersection improvements, signage and lighting improvements, modernizing traffic signals and operational changes such as restrictions for on-street parking.

Projects planned for both the short-range and long-range transportation planning programs are contained in the "Planned Improvements" section. In this Needs Assessment section, only the long-range planning process is discussed.

In planning the City's roadway system, it is necessary to analyze both the physical configuration of the street network and the roadway's current and future traffic demand in relationship to the roadway's carrying capacity. The relationship is expressed in a measure of levels-of-service. Both are described in the following sections.

Street Network

The Indianapolis roadway network represents a combination of two basic configurations -- a spoked-wheel pattern and a basic grid system of regular squares or rectangular blocks. Ideally there would be equal spacing between each roadway in a grid pattern.

Planning new and improving existing roads is done with consideration of the need to maximize the efficiency of the street network configuration. By improving the street pattern, there will be an increased continuity of service in the system resulting in increased accessibility, increased safety, reduced travel time and reduced energy consumption.

Carrying Capacity and Levels of Service

Levels of service (LOS) are qualitative measurements of congestion based on the operational characteristics of a roadway in terms of travel speed and delays. Levels-of-service are used to identify deficiencies in the roadway network. Six levels of service are defined and used to analyze transportation facilities. The six levels of service are designated from A to F, with level-of-service F representing the worst congestion. A level-of-service E or F would indicate that a roadway segment is carrying more traffic than it is designed to carry. Either the network would need to be improved to divert traffic from this segment or the segment itself would need to be improved to increase its capacity. This could be accomplished by adding additional travel lanes or making operational improvements such as intersection widenings and signal timing improvements.

Level-of-Service Definitions - In general, the various levels of service are defined as follows:

1. Level-of-service "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
2. Level-of-service "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.
3. Level-of-service "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

BASIC FREEWAY SEGMENTS

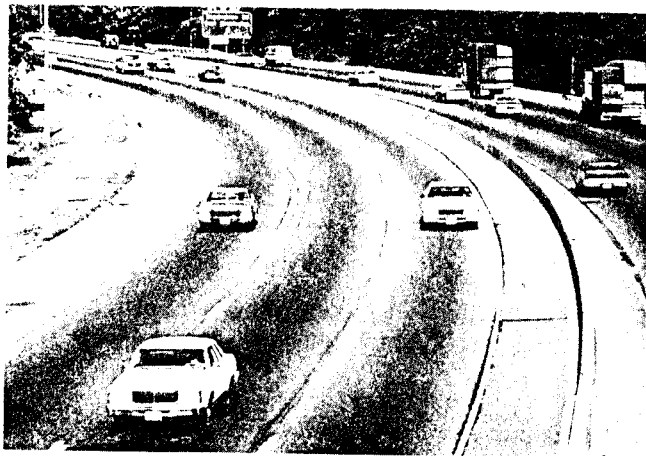


Illustration 3-5. Level-of-service A.



Illustration 3-8. Level-of-service D.

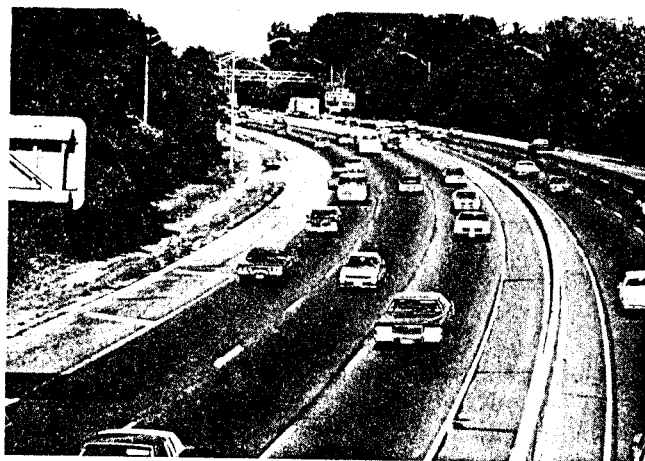


Illustration 3-6. Level-of-service B.

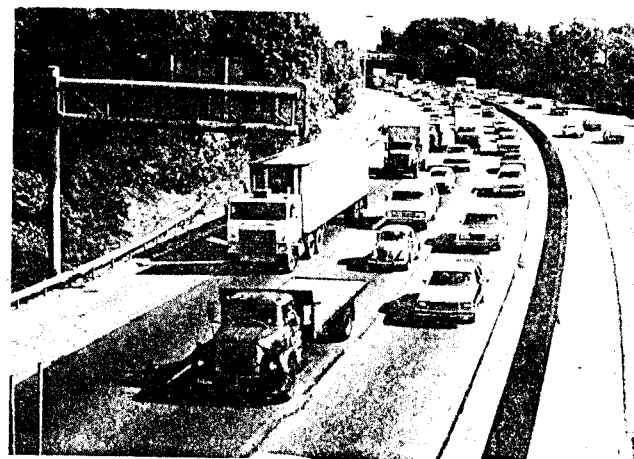


Illustration 3-9. Level-of-service E.



Illustration 3-7. Level-of-service C.

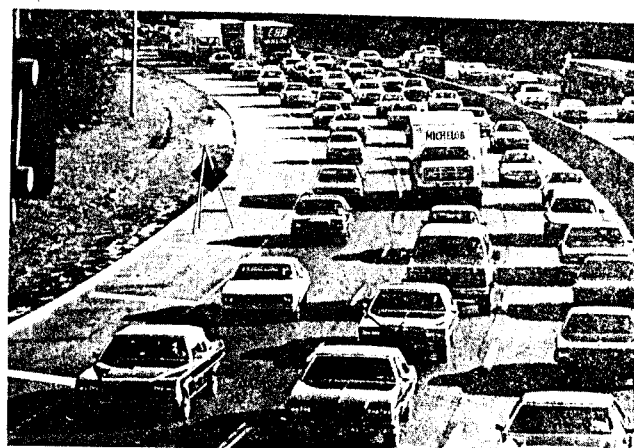


Illustration 3-10. Level-of-service F.

4. Level-of-service "D" represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
5. Level-of-service "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
6. Level-of-service "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level-of-service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level-of-service F is an appropriate designation for such points.

(These definitions are taken from the Highway Capacity Manual, Special Report 209, the Federal Highway Administration.)

Forecasting Future Demand Travel

The most complex part of the urban transportation planning process is the forecasting of future travel demand. Essentially, this process involves establishing a relationship between travel characteristics and land use activities such as housing and employment. The process relies on mathematical computer models of trip generation, trip distribution, mode choice and trip assignment, which are summarized as follows:

Trip generation is the process of estimating the number of trips generated by various urban activities. For example, the number of trips that are generated by a shopping center is quite different from the number of trips generated by a residential subdivision.

The trip distribution model determines how the beginning and endings of these trips are linked with one another.

The mode choice model predicts how travel will be split between automobiles and bus service.

The trip assignment model determines the paths the trips will take. For example, if a trip goes from a suburb to downtown, the model predicts which specific roads or transit routes are used.

These modeling procedures are used to forecast future travel demand and thereby identify future deficiencies in the street system. The overall model generates these forecasts in terms of the volume of traffic in relation to roadway capacity.

Perry Township Roadway Network Performance

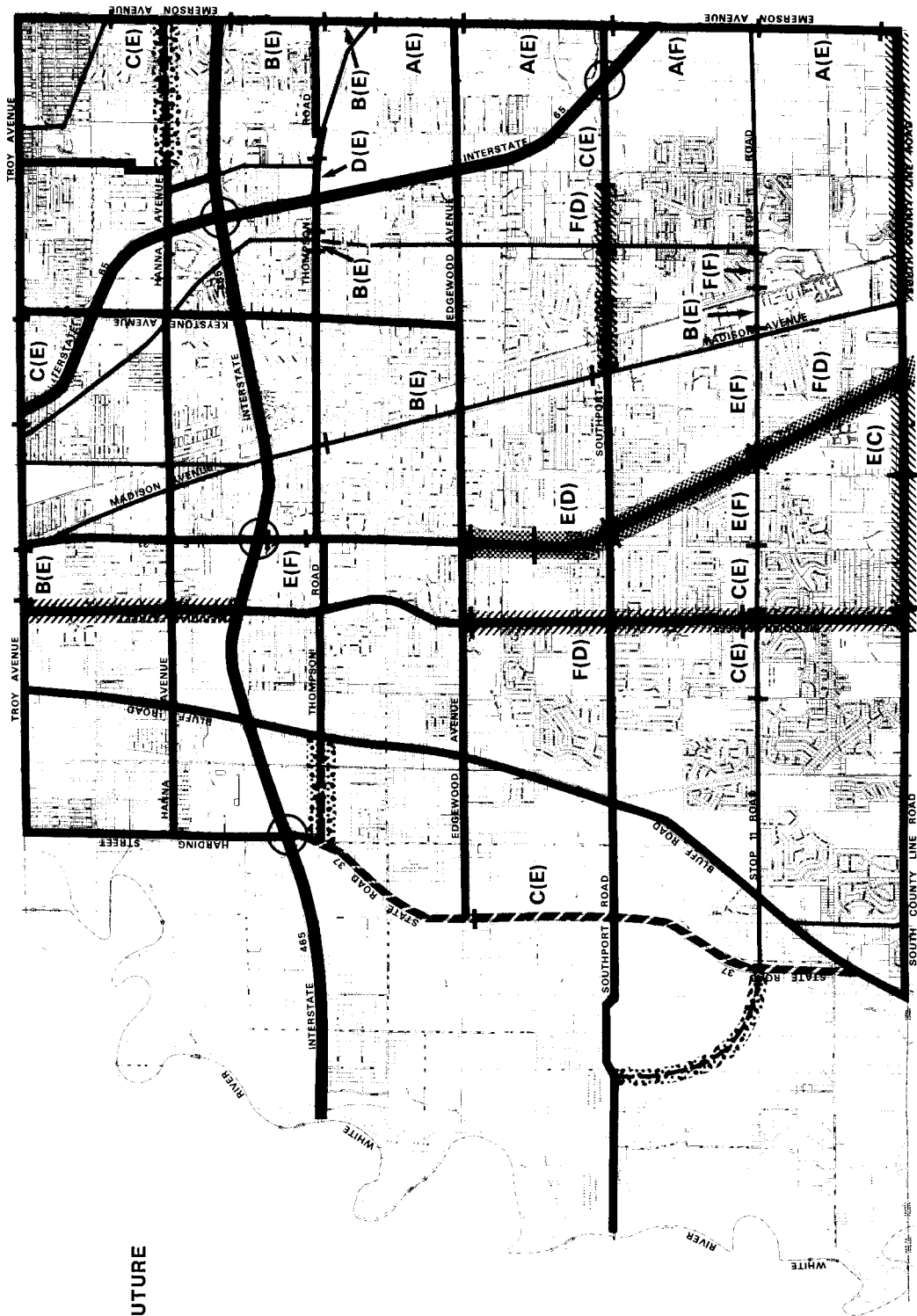
Table 20 and Map 5 identify the current and projected Year 2005 levels of transportation service for Perry Township during the peak hour when the greatest demand is placed on the transportation system. These are general levels-of-service and do not reflect existing or future intersection characteristics such as exclusive right and left turn lanes or passing blisters which significantly improve traffic operations.

Map 5 also identifies the long range priority improvements proposed for the street system within Perry Township.

The existing levels of service were computed using the most recent traffic count data available which ranged from 1983 to 1987 counts. The Year 2005 levels of service were computed on the basis that all of the Thoroughfare Plan priority improvements would be completed by 2005.


Overall, the Perry Township street system is currently operating at a high level of service. 91.8% of the streets on the Official Thoroughfare Plan system are operating at level of service A, B, C or D. Streets which are primary commuter routes for downtown designations, or provide access to the interstate system or intense commercial uses are operating at levels of service E or F. Portions of Meridian Street, U.S. 31, Stop 11 Road and South County Line are in this category.


By the Year 2005 there will likely be more congestion than there is today. However, due to the priority improvements proposed in the Official Thoroughfare Plan there will be less severely congested streets than there are today. Table 20 identifies that streets operating at E level of service will increase from 2.4% of the thoroughfare system to 12.5%, while those operating at level of service F will decrease from 5.8% of the thoroughfare system to 3.0%. All of the streets identified on Map 5 as proposed priority improvements will be operating at level of service F if improvements are not implemented by Year 2005.




MAP 5 / EXISTING AND FUTURE
LEVELS OF SERVICE

THOROUGHFARE PRIORITY
IMPROVEMENTS


 New 2 Lanes


 2 TO 4 Lanes


 4 TO 6 Lanes


LEVELS OF SERVICE
Existing Future
D (F)


1983 FUNCTIONAL STREET
CLASSIFICATIONS


 Freeways


 Expressways

 Primary Arterials

 Secondary Arterials

 Proposed Primary Arterials

 Proposed Secondary Arterials

 Interchanges



Department of Metropolitan Development, Division of Planning
Indianapolis Marion County, Indiana
This presentation of this map was prepared in part by a Community
Development Study Team

TABLE 20

**Perry Township Level of Service (LOS) Analysis
By Percent of Township Thoroughfare System***

<u>Existing LOS</u>			<u>Future LOS</u>		
<u>A-D</u>	<u>E</u>	<u>F</u>	<u>A-D</u>	<u>E</u>	<u>F</u>
91.8%	2.4%	5.8%	84.5%	12.5%	3.0%

*There are 113.4 existing street miles on the Thoroughfare Plan within Perry Township. Including proposed new street segments, there will be 116.7 miles in the future.

PLANNED IMPROVEMENTS

Transportation improvements are programed through the Indianapolis Regional Transportation Improvement Program (IRTIP). The IRTIP presents transportation improvements proposed by government and transportation agencies in the Indianapolis Urbanized Area. The basic objective of the IRTIP is to provide the best attainable coordinated transportation system.

There are two planning elements which provide the principal evaluation methods for programming projects in the IRTIP. The Long-Range Transportation Plan is a plan which implements long range transportation objectives and facilitates improvements that increase the overall capacity of the Indianapolis Transportation. The Transportation System Management Process System Report plans short-range objectives which address current trouble spots in the transportation system. An example of a long-range transportation improvement would be the proposed construction of two additional lanes for Harding Street from Hanna Avenue to Raymond Street. An example of a programmed short-range project is the widening of the intersection at South County Line Road and S.R. 135 thereby providing left turn lanes.

A summary of the transportation projects proposed in Perry Township during the 1988-1992 IRTIP program period is provided on pages 88-95. It includes 1) Long-range Plan Improvments, 2) Transportation System Management Improvements, 3) Bridge Improvements, and 4) other improvements. The total projected cost of all projects proposed for Perry Township during the 1988-1992 period is \$52,916,750. Locations of these various improvements are shown on Maps 6, 7, 8, and 9.

PLANNED IMPROVEMENTS

1988-1992 IRTIP Road Widening and Roadway Improvements (see Map 6)

88-BG-1001	ROADWAY WIDENING
LOCATION:	Albany Street from Perkins Avenue to 17th Avenue
DESCRIPTION:	Reconstruction of 0.5 mile of roadway Including additional lanes of pavement with curbs, gutters, sidewalks and storm sewers.
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$1,400,000
88-BG-2001	ROADWAY IMPROVEMENT
LOCATION:	9th Avenue from Thompson Road to Churchman Avenue
DESCRIPTION:	Reconstruction of 1.6 miles of roadway including auxiliary lanes, curbs, gutters, sidewalks, and storm drainage.
CONSTRUCTION:	Programmed for 1990-1992
TOTAL AMOUNT:	\$2,920,750
88-IDH-2029	ROADWAY WIDENING
LOCATION:	SR 135 from Edgewood Avenue to South County Line Road
DESCRIPTION:	Add travel lanes on SR 135 from Edgewood Avenue to South County Line Road.
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$13,329,000
88-IDH-3005	ROADWAY WIDENING
LOCATION:	US 31
DESCRIPTION:	Add travel lanes on US 31 from the Marion/ Johnson County Line to 1.6 miles south of I-465.
CONSTRUCTION:	Programmed for 1992
TOTAL AMOUNT:	\$3,960,000
88-SED-2020	ROADWAY WIDENING
LOCATION:	Harding Street from Hanna Avenue to Raymond Street
DESCRIPTION:	Widening of existing facility to a four lane divided roadway including construction of a new bridge over White River (Phase III).
CONSTRUCTION:	Programmed for 1992
TOTAL AMOUNT:	\$600,000
88-SED-2020	ROADWAY WIDENING
LOCATION:	Harding Street from I-465 to Hanna Avenue

DESCRIPTION:	Widening of existing facility to a four lane divided roadway including construction of a new bridge over Lick Creek (Phase IV).
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$6,350,000
88-SED-3002	ROADWAY WIDENING
LOCATION:	Stop 12 Road from US 31 to SR 431
DESCRIPTION:	Roadway widening on Stop 12 Road from US 31 to SR 431.
CONSTRUCTION:	1990
TOTAL AMOUNT:	\$588,000
88-SED-3249	ROADWAY WIDENING
LOCATION:	Stop 11 Road from US 31 to Sherman Drive
DESCRIPTION:	Roadway widening on Stop 11 Road from US 31 to Sherman Drive.
CONSTRUCTION:	1991
TOTAL AMOUNT:	\$5,525,000
88-BG-3001	ROADWAY IMPROVEMENT
LOCATION:	Bethel Avenue from Emerson Avenue to 11th Street
DESCRIPTION:	Reconstruction of 1.2 miles including pavement widening, curbs, gutters, sidewalks and drainage
CONSTRUCTION:	1992
TOTAL AMOUNT:	\$80,000
88-IDH-1008	SAFETY IMPROVEMENTS
LOCATION:	US 31
DESCRIPTION:	Construction activities for the installation of raised pavement markings on US 31 from 4.7 miles south of I-465 to 0.4 mile south of I-465 (south leg).
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$14,000

TSM Intersection, Signalization Realignment and Lighting Improvements (see Map 7)

88-IDH-1034	INTERSECTION IMPROVEMENT
LOCATION:	SR 431 at Stop 11 Road
DESCRIPTION:	Installation of new or modernized signals at SR 431 and Stop 11 Road.
CONSTRUCTION:	Programmed for 1988
Total Amount:	\$39,000

88-IDH-1050	INTERSECTION IMPROVEMENT
LOCATION:	I-465 at Emerson Avenue
DESCRIPTION:	Installation of new or modernized signals on I-465 at the Emerson Avenue ramps.
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$145,000
88-IDH-1080	INTERSECTION IMPROVEMENT
LOCATION:	US 31 at National Avenue
DESCRIPTION:	New or modernized signals at the intersection of US 31 and National Avenue, 1.1 miles north of I-465 (south junction).
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$80,000
88-IDH-1085	INTERSECTION IMPROVEMENT
LOCATION:	US 31 at Madison Avenue
DESCRIPTION:	New or modernized signals at the intersection of US 31 and Meridian Street, 1.5 miles north of I-465 (south junction).
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$85,000
88-IDH-1086	INTERSECTION IMPROVEMENT
LOCATION:	US 31 at Sumner Avenue
DESCRIPTION:	New or modernized signals at the intersection of US 31 and Sumner Avenue, 0.9 mile north of I-465 (south junction).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$80,000
88-IDH-1089	INTERSECTION IMPROVEMENT
LOCATION:	SR 37 at Southport Road
DESCRIPTION:	New or modernized signals at the intersection of SR 37 and Southport Road.
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$45,000
88-IDH-1098	SAFETY IMPROVEMENTS
LOCATION:	I-65 at Southport Road
DESCRIPTION:	Safety improvements on I-65 at the southbound exit ramp to Southport Road.
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$55,000

88-IDH-2058	INTERSECTION IMPROVEMENT
LOCATION:	I-65 and Southport Road
DESCRIPTION:	Installation of new or modernized signals on I-65 southbound ramp and Southport Road.
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$70,000
88-IDH-2078	INTERSECTION IMPROVEMENT
LOCATION:	I-465 at I-65
DESCRIPTION:	Ramp modification at I-465 and I-65 (south) south bound.
CONSTRUCTION:	Programmed for 1992
TOTAL AMOUNT:	\$77,000
88-IDH-3002	SAFETY IMPROVEMENTS
LOCATION:	I-65 from West Street to I-465
DESCRIPTION:	New or modernized signs on I-65 from West Street to the south junction with I-465.
CONSTRUCTION:	Programmed for 1991
TOTAL AMOUNT:	\$1,800,000
88-IDH-3014	SAFETY IMPROVEMENTS
LOCATION:	I-465 from SR 37 to I-65
DESCRIPTION:	Installation of new or modernized signs on I-465 from SR 37 to I-65 (south).
CONSTRUCTION:	Programmed for 1991
TOTAL AMOUNT:	\$375,000
88-IDH-3016	SAFETY IMPROVEMENTS
LOCATION:	I-465 from I-74 to SR 37
DESCRIPTION:	Installation of new or modernized signs on I-465 from I-74 to SR 37 (west).
CONSTRUCTION:	Programmed for 1991
TOTAL AMOUNT:	\$1,600,000
88-SED-2023	INTERSECTION IMPROVEMENT
LOCATION:	Bluff Road at Stop 11 Road
DESCRIPTION:	Intersection improvement at Bluff Road and Stop 11 Road.
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$355,000

88-SED-2051	INTERSECTION IMPROVEMENT
LOCATION:	South County Line Road at SR 135
DESCRIPTION:	Widening and channelization of intersection at South County Line Road and SR 135
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$1,000,000

88-SED-3073	INTERSECTION IMPROVEMENT
LOCATION:	Southport Road at SR 135
DESCRIPTION:	Intersection improvement at Southport Road and SR 135
CONSTRUCTION:	Beyond 1992
TOTAL AMOUNT:	

88-SED-3227	INTERSECTION IMPROVEMENT
LOCATION:	Edgewood Avenue at Madison Avenue
DESCRIPTION:	Intersection improvement at Edgewood Avenue and Madison Avenue.
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$200,000

88-BG-3002	INTERSECTION CONSTRUCTION
LOCATION:	Emerson Avenue at Main Street (Beech Grove)
DESCRIPTION:	Construction of intersection, installation of traffic control devices, and drainage and curbs.
CONSTRUCTION:	1989
TOTAL AMOUNT:	\$80,000

Bridge Improvements

88-BG-2002	BRIDGE REPLACEMENT
LOCATION:	9th Avenue over Beech Creek
DESCRIPTION:	Construction of new bridge structure in coordination with the 9th Avenue reconstruction, Project No. 88-BG-2001
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$250,000

88-BG-3003	BRIDGE RECONSTRUCTION
LOCATION:	Main Street over Lick Creek
DESCRIPTION:	Reconstruction of existing structure to correct erosion and undermining, deteriorated concrete and deck, provide surface drainage and sidewalks.
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$120,000

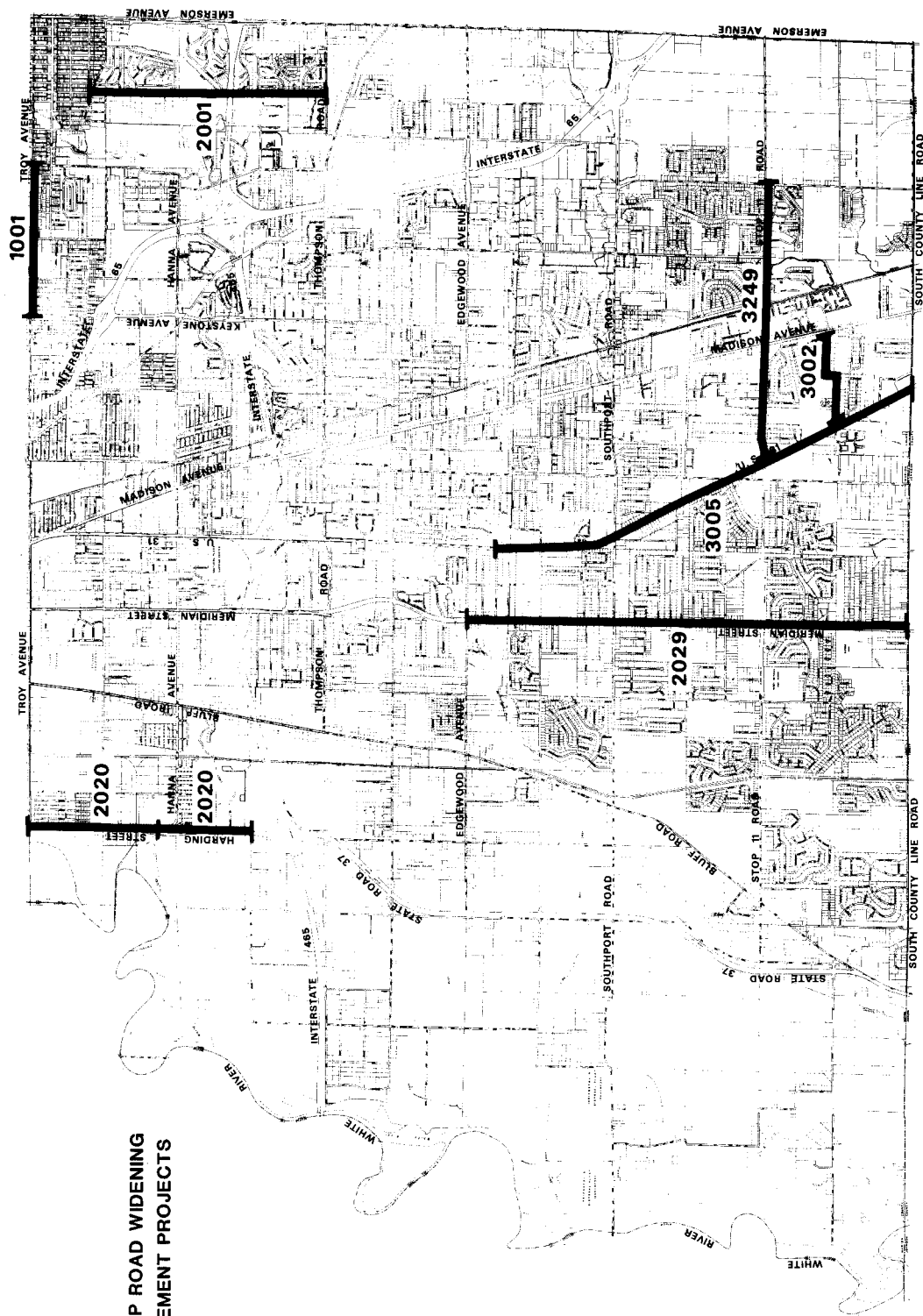
88-IDH-1014	BRIDGE REHABILITATION
LOCATION:	SR 135 at South County Line Road
DESCRIPTION:	Installation of new or modernized signals at SR 135 and South County Line Road
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$215,000
88-IDH-1014	BRIDGE REHABILITATION
LOCATION:	I-65 over Keystone Avenue
DESCRIPTION:	Reconstruction of I-65 bridge over Keystone Avenue, 1.2 miles north of I-465 (south leg).
CONSTRUCTION:	Programmed for 1988
TOTAL AMOUNT:	\$249,000
88-IDH-1062	BRIDGE REHABILITATION
LOCATION:	I-65 over Lick Creek
DESCRIPTION:	Bridge reconstruction on I-65 on ramp, from southbound I-465 to I-465 over Lick Creek, 0.2 mile north of I-465.
88-IDH-2006	BRIDGE REHABILITATION
LOCATION:	I-65 over Emerson Avenue
DESCRIPTION:	Reconstruction of I-65 bridge over Emerson Avenue, 3.4 miles south of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$297,000
88-IDH-2006	BRIDGE REHABILITATION
LOCATION:	I-65 over Southport Road
DESCRIPTION:	Reconstruction of I-65 bridge over Southport Road, 2.9 miles south of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$591,000
88-IDH-2006	BRIDGE REHABILITATION
LOCATION:	I-65 over Gray Road
DESCRIPTION:	Reconstruction of I-65 bridge over Gray Road, 2.4 miles south of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$274,000
88-IDH-2006	BRIDGE REHABILITATION
LOCATION:	I-65 over Stop 8 Road
DESCRIPTION:	Reconstruction of I-65 bridge over Stop 8 Road, 1.6 miles south of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$192,000

88-IDH-2006	BRIDGE REHABILITATION
LOCATION:	I-65 over Thompson Road
DESCRIPTION:	Reconstruction of I-65 bridge over Thompson Road, 0.6 miles south of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$176,000
88-IDH-2006	BRIDGE REHABILITATION
LOCATION:	I-65 over Hanna Avenue
DESCRIPTION:	Reconstruction of I-65 bridge over Hanna Avenue, 0.3 miles north of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$479,000
88-IDH-2037	BRIDGE REPLACEMENT
LOCATION:	SR 135 over Buffalo Creek
DESCRIPTION:	Replacement of existing structure over Buffalo Creek, 4.1 miles south of I-465.
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$144,000
88-IDH-2042	BRIDGE REHABILITATION
LOCATION:	I-65 over Eastbound I-465
DESCRIPTION:	Bridge reconstruction on I-65 over eastbound I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$220,000
88-IDH-2043	BRIDGE REHABILITATION
LOCATION:	I-65 on Ramp from Northbound I-65 to Westbound I-465
DESCRIPTION:	Bridge reconstruction on I-65 on ramp from northbound I-65 to westbound I-465
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$220,000
88-IDH-2044	BRIDGE REHABILITATION
LOCATION:	I-65 over Westbound I-465
DESCRIPTION:	Bridge reconstruction on I-65 over westbound I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$220,000

88-IDH-2046	BRIDGE REHABILITATION
LOCATION:	I-65 over Lick Creek
DESCRIPTION:	Bridge reconstruction on I-65 over Lick Creek, 0.2 mile north of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$220,000
88-IDH-3034	BRIDGE REHABILITATION
LOCATION:	SR 135 over Lick Creek
DESCRIPTION:	Reconstruction of SR 135 bridge over Lick Creek, 0.2 mile north of I-465 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$242,000
88-IDH-3037	BRIDGE REHABILITATION
LOCATION:	SR 135 over Little Buck Creek
DESCRIPTION:	Reconstruction of SR 135 bridge over Little Buck Creek.
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$250,000
88-SED-3046	BRIDGE REPLACEMENT
LOCATION:	Meridian Street over Haueisen Creek
DESCRIPTION:	Replacement of existing structure over culvert with a new bridge over Haueisen Creek.
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$520,000
88-SED-3110	BRIDGE REPLACEMENT
LOCATION:	Belmont Street over Orme Ditch.
DESCRIPTION:	Replacement of existing structure over Orme Ditch.
CONSTRUCTION:	Programmed for 1990
TOTAL AMOUNT:	\$275,000
88-SED-3245	BRIDGE REHABILITATION
LOCATION:	Sherman Drive over Lick Creek
DESCRIPTION:	Rehabilitation of existing structure on Sherman Street over Lick Creek.
CONSTRUCTION:	Not programmed
TOTAL AMOUNT:	\$10,000

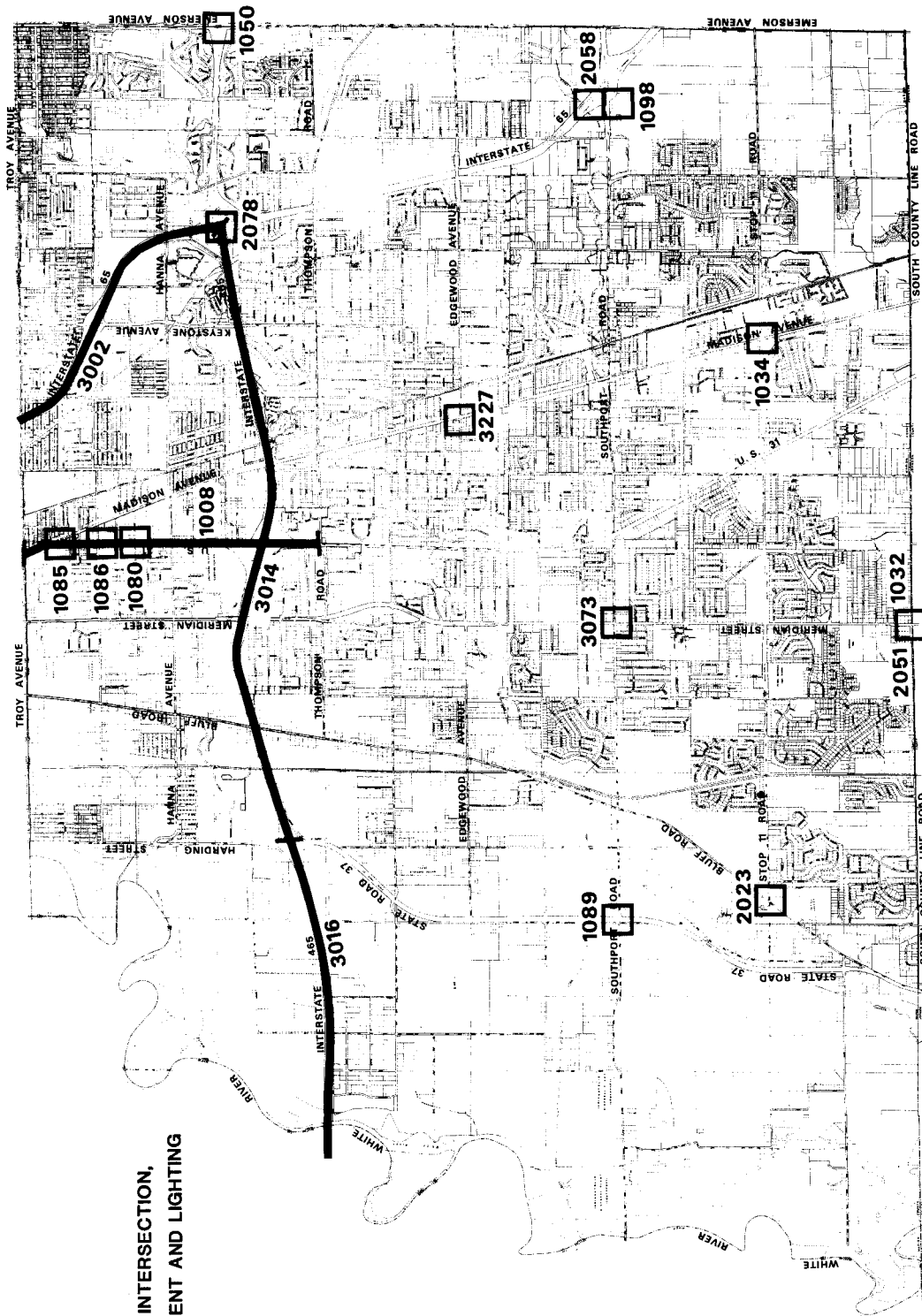
Interstate Highway Resurfacing and Rehabilitation Projects (see Map 9)

88-IDH-1043	ROADWAY IMPROVEMENT
LOCATION:	I-465 from Emerson Avenue to I-65
DESCRIPTION:	Interstate rehabilitation on I-465 from 0.3 mile west of Emerson Avenue to 0.2 mile east of I-65 (south leg).
CONSTRUCTION:	Programmed for 1991
TOTAL AMOUNT:	\$4546,000
88-IDH-2013	ROADWAY RECONSTRUCTION
LOCATION:	I-65 from Thompson Road to Keystone Avenue
DESCRIPTION:	Interstate rehabilitation (4R work) on I-65 from Thompson Road to 0.5 mile north of Keystone Avenue.
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$2,400,000
88-IDH-2013	ROADWAY RECONSTRUCTION
LOCATION:	I-65 from Keystone Avenue to Raymond Street
DESCRIPTION:	Interstate rehabilitation (4R work) on I-65 from 0.5 mile north of Keystone Avenue to 0.1 mile south of Raymond Street.
CONSTRUCTION:	Programmed for FY 1988
TOTAL AMOUNT:	\$900,000
88-IDH-2015	ROADWAY IMPROVEMENT
LOCATION:	I-465 from I-65 to US 31
DESCRIPTION:	Interstate rehabilitation on I-465 from 0.2 mile west of I-65 to 1.6 miles west of US 31 (south leg).
CONSTRUCTION:	Programmed for 1989
TOTAL AMOUNT:	\$1,554,000
Total	\$52,916,750



MAP 6 / 1988-1992 IRTIP ROAD WIDENING
AND ROADWAY IMPROVEMENT PROJECTS

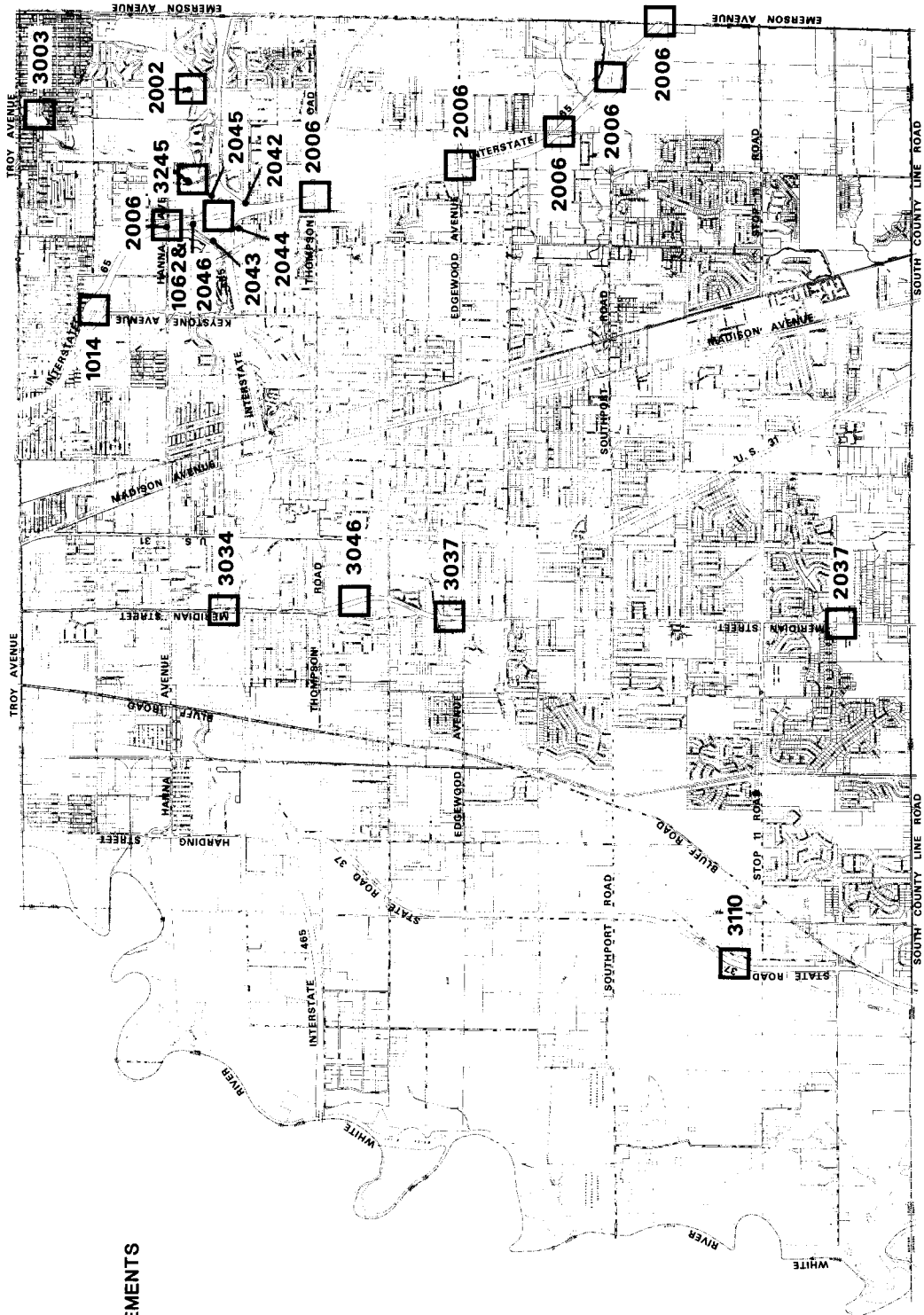
Department of Metropolitan Development, Division of Planning
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MAP 7 / TSM PROJECTS, INTERSECTION,
SIGNALIZATION REALIGNMENT AND LIGHTING
IMPROVEMENTS
1988-1992 IRTIP

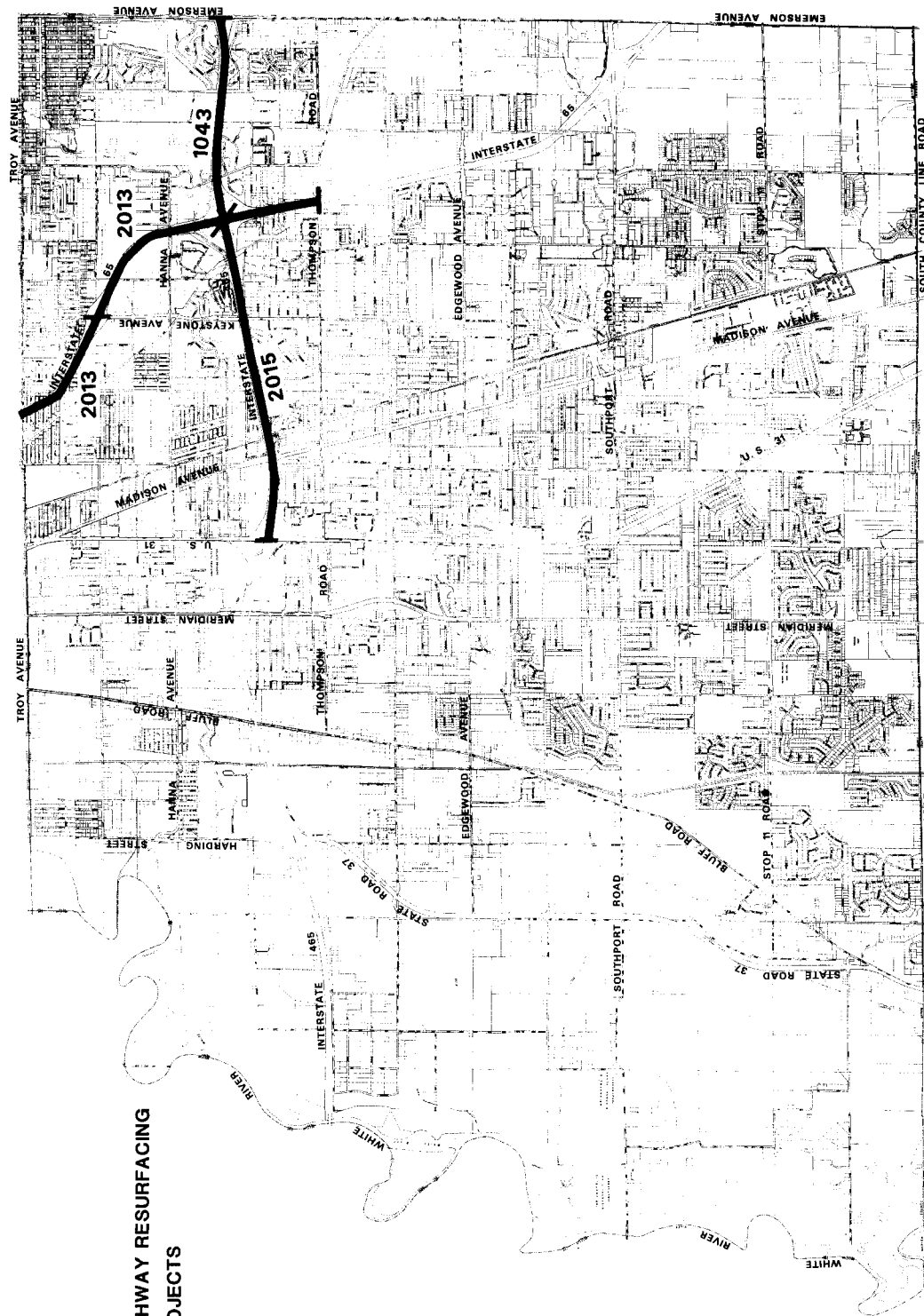
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MAP 8 / BRIDGE IMPROVEMENTS



Department of Metropolitan Development, Division of Planning
Indianapolis-Marion County, Indiana

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MAP 9 / INTERSTATE HIGHWAY RESURFACING
AND REHABILITATION PROJECTS

Department of Transportation, Division of Planning
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Chapter 7

PERRY TOWNSHIP SCHOOL SYSTEM AND PUBLIC SAFETY SERVICES

Three public school districts are contained within Perry Township. These include the Metropolitan School District of Perry Township which covers approximately 85 percent of the land area of the township; the Beech Grove City School District which is partially contained in northeast Perry Township; and the Indianapolis Public School District which extends into the north-central portion of the township.

The Perry Township M.S.D. has a current enrollment of 11,400 students, making it the third largest school district in Marion County after Indianapolis Public Schools and Wayne Township M.S.D. Enrollment in the district is beginning to trend upwards after steady decline since the mid-seventies. The student population fell from 12,461 in 1977 to 11,141 in 1985. The decline was actually more substantial than these numbers indicate because, beginning with the 1981-82 school year, approximately 1,500 minority students were bused annually from other districts as part of a Federal Court ordered desegregation plan. Without these additional students, the district enrollment would likely have dropped below 10,000 students.

The past two years have seen slight enrollment increases. One reason for this may be the "baby boom echo" which is occurring as the children of the "baby boomers" are reaching school age. Although the number of women of child bearing age is higher than ever, today's low birth rates are generally negating any substantial increases in the number of births. Growth in student enrollment appears to be related primarily to the migration of households into the Perry Township M.S.D.

After very rapid growth in the 1960's and 1970's, Perry Township's population has stabilized. Currently there are nine elementary, three middle, and two high schools serving the district's population. The newest school is Mary Bryan Elementary which opened in the fall of 1986. With its opening, the nine elementary schools enrolled a full capacity of 5,210 students. The number of elementary students enrolled in the fall of 1987 was 5,184 -- 26 below capacity. Prior to the opening of Mary Bryan Elementary, the eight elementary schools were significantly above capacity. The primary reason for this was lower student/teacher ratios, which limited the number of students per classroom. Table 21 lists all schools in the Perry Township M.S.D. with September 1987 enrollment, capacity enrollment figures, and the number of students above or below capacity.

TABLE 21**School Enrollment and Capacity for Perry Township Schools**

<u>School</u>	<u>September 1987 Enrollment</u>	<u>Capacity Enrollment</u>	<u>Number Above or Below Capacity</u>
Mary Bryan Elementary	682	672	+ 10
Burkhart Elementary	392	392	0
Glenn's Valley Elementary	403	458	+ 55
Homecroft Elementary	436	392	+ 44
Lincoln Elementary	660	690	-30
MacArthur Elementary	650	632	+ 18
Southport Elementary	625	632	- 7
Winchester Village Elementary	620	652	-32
Young Elementary	<u>716</u>	<u>690</u>	<u>+26</u>
Total Elementary	5,184	5,210	-26
Keystone Middle School	666	950	-284
Meridian Middle School	1,164	1,275	-111
Southport Middle School	<u>733</u>	<u>850</u>	<u>-117</u>
Total Middle School	2,563	3,075	-512
Perry Meridian H.S.	1,905	2,500	-595
Southport H.S.	<u>1,658</u>	<u>2,000</u>	<u>-342</u>
Total High School	<u>3,563</u>	<u>4,500</u>	<u>-937</u>
Total Perry Township MSD	11,310	12,785	-1,475

The lower grades are clearly where most of the overcrowding occurs. Four of the nine elementary schools are actually above capacity. Enrollment is projected to continue to rise during the next few years. Initially, the elementary grades will experience much of the increase, followed by increases in the middle and high schools. Currently it appears these enrollment increases in the upper grades will not cause overcrowding problems because all five middle and high schools are currently well below capacity levels. No new schools are proposed to be constructed in the near future, so slight overcrowding, particularly in the elementary schools, may be a problem in the near future.

Beech Grove City Schools and Indianapolis Public Schools are both partially located within Perry Township. Beech Grove schools enroll a total of 2,084 students, up 9 students from the previous year's (1986) 2,075. Both elementary schools; Central and

South Grove, are located within Perry Township. The district's junior and senior high schools are located outside of Perry Township. The Beech Grove community is relatively stable, with equal rates of in and out migration. There also is little developable land area available for significant new population growth. It appears student enrollment should remain fairly stable over the next five to ten years, with the existing schools continuing to handle the district's educational needs.

School No. 65 is the only I.P.S. school located within Perry Township. This elementary school had a 1987 Fall enrollment of 323 students. As recently as 1982, 450 students were enrolled at the school. The main reason for the decline in the number of students has been "Operation Prime Time" which limits the number of students per classroom. Under this program, School No. 65 is operating very near its capacity, even though actual enrollment has dropped more than 125 students in the past six years.

The boundaries for School No. 65 include all portions of the I.P.S. district within Perry Township except for a small strip of land located west of the Conrail tracks bounded by Troy, Madison, and Hanna Avenues. Elementary students living in this small area are bused north to school 45. Junior high students in the Perry Township portion of the I.P.S. district attend school number 72. High School students attend Emerich Manual High School.

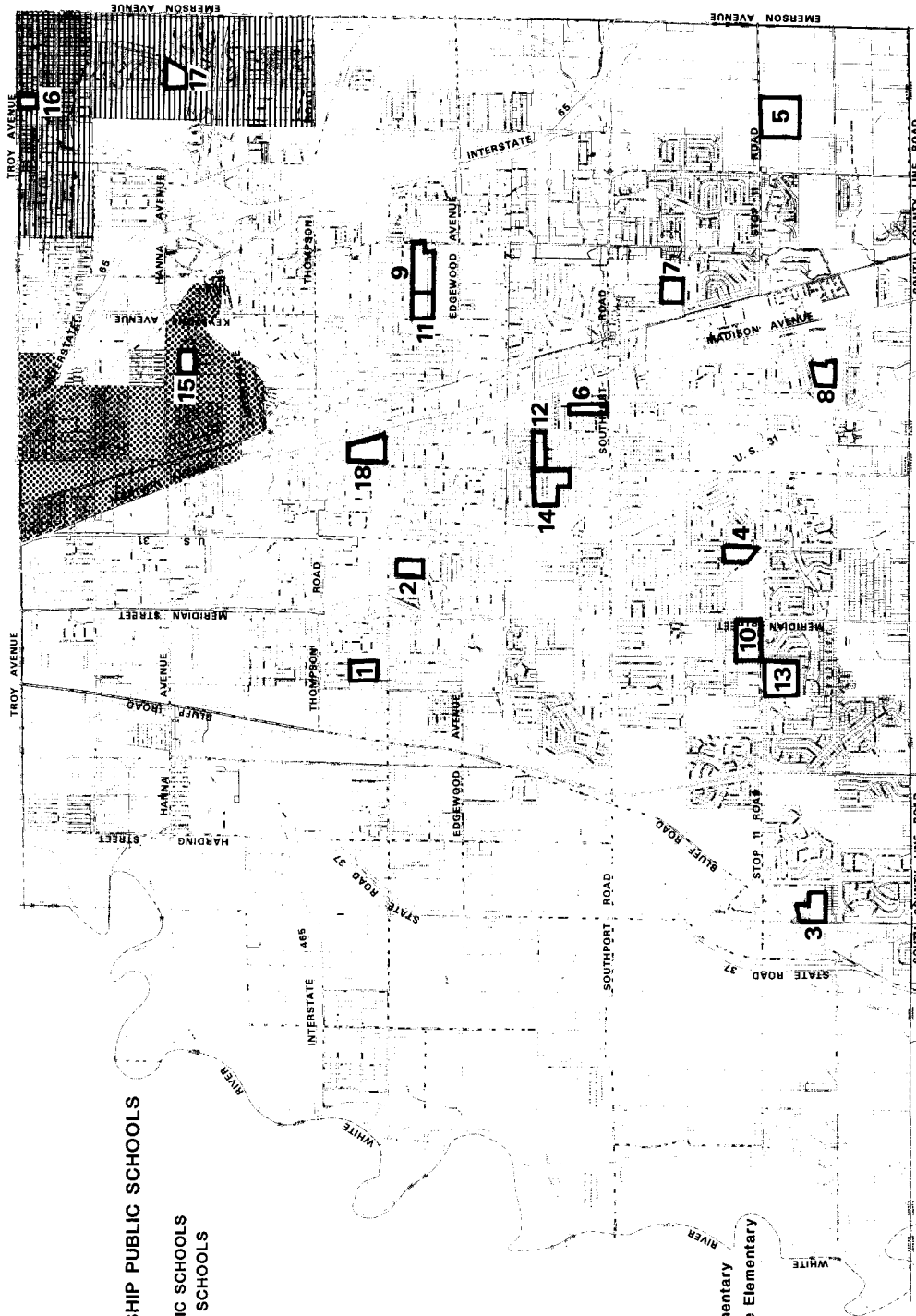
POLICE AND FIRE SERVICE

Perry Township receives public safety services from several different agencies because portions of the area contain the Cities of Beech Grove and Southport, the Town of Homeroft, and the southernmost parts of the Indianapolis Police and Fire Special Services Districts. The bulk of the township, however, receives fire protection from the Perry Township Fire Department and public protection from the Marion County Sheriff's Department (MCSD). The fire department also provides emergency medical service (EMS).

Fire protection for the unincorporated portion of the township, plus Homeroft and Southport, is provided by the Perry Township Fire Department from the following three fire stations:

- Station 1, 1108 E. Thompson Road, engine 1, snorkel 1, rescue squad 1, tanker 1
- Station 2, 7611 S. Meridian Street, engine 3, rescue squad 3
- Station 3, 3707 E. Stop 11 Road, engine 3, rescue squad 3.

The rescue squads (above) are staffed by paramedics but do not transport; ambulance service is provided by a private company by contract.



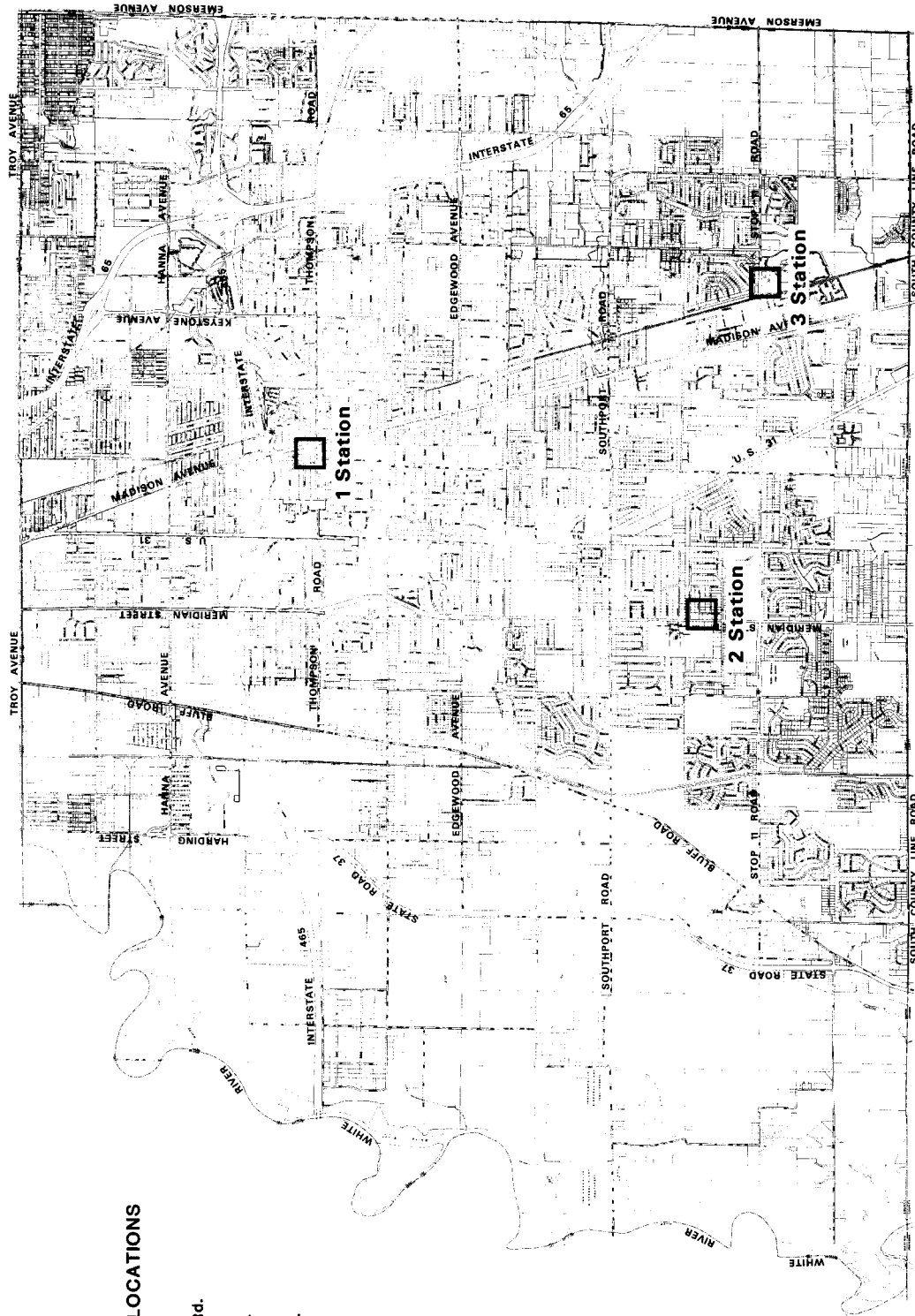
MAP 10 / PERRY TOWNSHIP PUBLIC SCHOOLS

INDIANAPOLIS PUBLIC SCHOOLS
BEECH GROVE CITY SCHOOLS

- 1 Abraham Lincoln Elementary School
- 2 Henry Burkhart Elementary School
- 3 Glens Valley Elementary School
- 4 Douglas MacArthur Elementary School
- 5 Mary Bryan Elementary School
- 6 Homecroft Elementary School
- 7 Southport Elementary School
- 8 Winchester Village Elementary School
- 9 Clinton W. Young Elementary School
- 10 Meridian Middle School
- 11 Keystone Middle School
- 12 Southport Middle School
- 13 Perry Meridian School High
- 14 Southport High School
- 15 Indianapolis Public School #5565
- 16 Beech Grove City Schools, Central Elementary
- 17 Beech Grove City Schools, South Grove Elementary
- 18 Rise Special Services



Department of Metropolitan Development, Division of Planning
Indianapolis-Monroe County, Indiana
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MAP 11 / FIRE STATION LOCATIONS

- 1 Station 1108 E. Thompson Rd.
- 2 Station 7611 S. Meridian St.
- 3 Station 2707 E. Stop 11 Rd.



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Future plans include delivery of a new aerial truck, and a forth station to be located in the vicinity of Thompson Road and Harding Street.

Beech Grove operates two fire stations while the Indianapolis Fire Department has one station in the fire special service district portion of the township. Ambulance service is provided by the Ambulance Division of Wishard Hospital in the fire district.

Police protection is provided by each municipality in their respective jurisdictions and by MCSD in the unincorporated area of the township as stated above. Since police patrols are mobile and roving, no physical facilities comparable to fire stations are located in the township.

Chapter 8

DEVELOPMENT DETERMINANTS IN PERRY TOWNSHIP

A number of natural and man-made factors contribute to the amount, type, and direction of development in a community. These factors are called growth determinants. Eight growth determinants (soils, sanitary sewer system, drainage system, flood hazard areas, water service, gas service, electrical service, and the Indianapolis highway system) are described in this study. Seven of these determinants will be briefly described in the following pages. The eighth determinant, the Indianapolis highway system, is described in Chapter 7.

Soils

In developing portions of Marion County, a fundamental factor to be considered prior to urban development is the soil's capacity to accommodate development with a minimum of adverse economic and environmental consequences.

In 1969, a Soil and Water Conservation District (SWCD) was established in Marion County to promote soil and water conservation. The SWCD receives technical assistance from the United States Department of Agriculture, Soil Conservation Service (SCS). One of the major accomplishments of the district is the identification and mapping of soils within Marion County (completed in 1974). All soils are rated for urban development potential according to their suitability for a septic tank absorption field and a structural foundation. Slight, moderate, and severe soil limitations are defined as follows:

- "slight" -- soils are favorable and limitations are minor and easily overcome;
- "moderate" -- soils are unfavorable but limitations can be overcome by special planning and design; and
- "severe" -- soils are so unfavorable that special designs, or intensive maintenance is required.

These soil ratings primarily depend on soil characteristics such as shrink/swell potential, shear strength, and soil compressibility.

Limitations of Soils Data

1. The soils data provided by the SWCD does not eliminate the need for on-site testing, evaluation, and planning before design and construction takes place on a specific site.

2. Soil areas too small to delineate (generally, less than two acres) may occur within another soil mapping area. Therefore, more detailed site evaluation is required if small sites are to be developed.
3. Through the application of proper design and construction techniques, it is possible to overcome many of the limitations of a soil for a specific use.

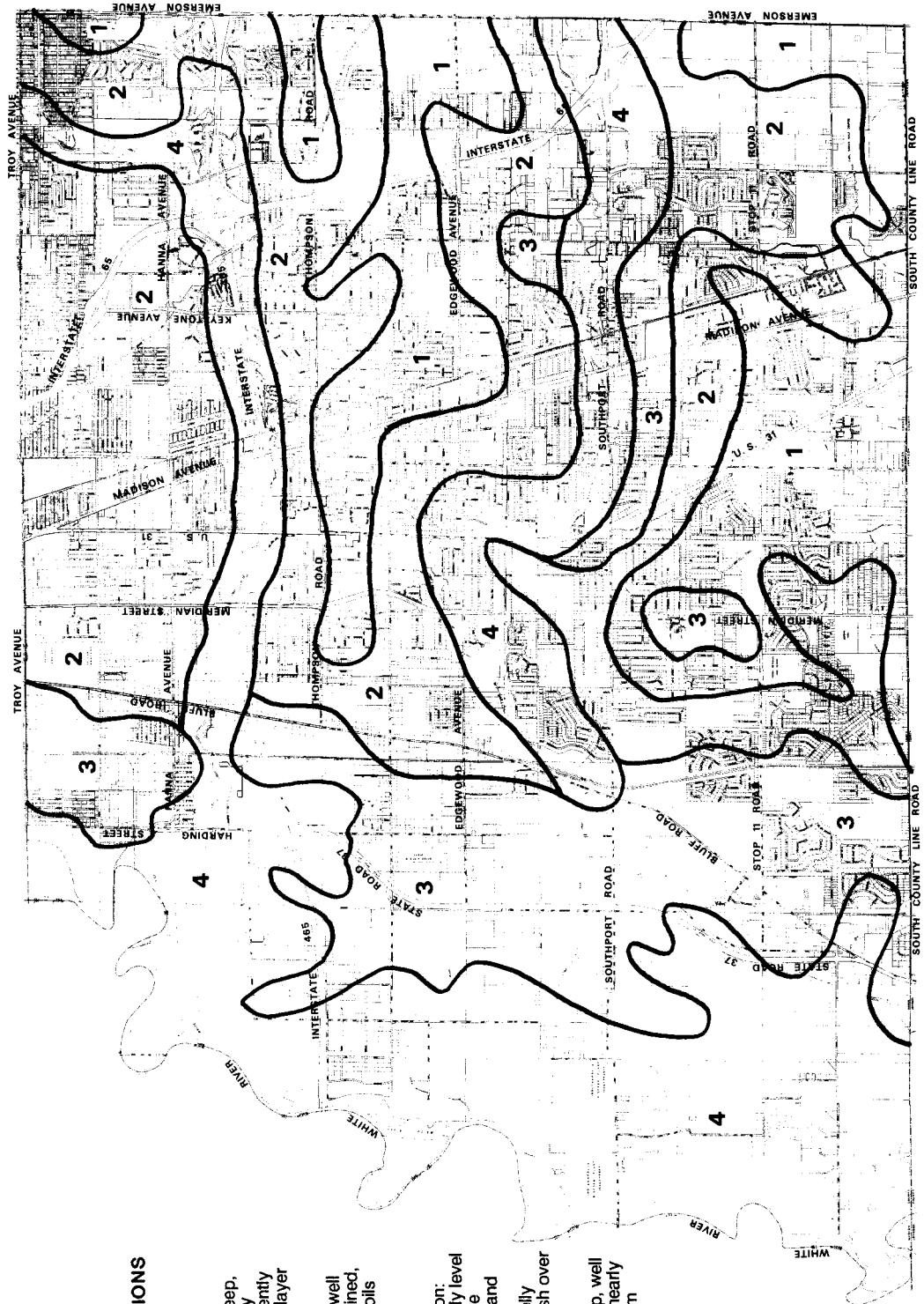
Charting and Mapping of Soils

The 24 soil types identified in Marion County can be grouped into four major soil associations. When the soils are grouped into only four associations some of the detail is sacrificed. However, such groupings are useful in presenting an overall picture of the soil characteristics. This generalized picture is important for broad planning purposes such as planning a transportation corridor recommending development densities or comparing geographic areas. Map 12 provides the generalized soil associations characteristics of Perry Township.

The soil map information indicates that a preponderance of land currently urbanized is rated "severe" for urban development. By definition, this severe land is limited for development due to a number of possible factors. Of the six possible characteristics which could cause a soil to be severely limited, three are present in Perry Township and Marion County -- a seasonal high water table, slow permeability, and surface water ponding are all prevalent for those soils which have been identified as severely limited. Overcoming these severely limiting soil characteristics requires both sanitary sewer service and associated surface water removal which will prevent contamination of groundwater and drinking water supplies. Storm sewers are also needed, especially where subsurface drainage outlets are inadequate or non-existent.

The generalized soils information for Marion County and for Perry Township can also be expressed in percentages. Table 22 identifies the percentages for the four major soil associations found in Marion County and in Perry Township.

The percentages of the various soil associations found in Perry Township differ slightly with the overall County percentages. As described earlier, a severe rating for septic system means that soil properties are so unfavorable or so difficult to overcome that major soil reclamation, special designs, or intensive maintenance is required.



MAP 12 / SOIL ASSOCIATIONS

- 1 Crosby-Brookston association: Deep, somewhat poorly drained and very poorly drained, nearly level and gently sloping soils formed in a thin silty layer and the underlying glacial till
- 2 Miami-Crosby association: Deep, well drained and somewhat poorly drained, nearly level to moderately steep soils formed in a thin silty layer and the underlying glacial till
- 3 Urban Land-Fox-Ockley association: Urban land and well drained, nearly level to moderately sloping soils that are moderately deep and deep over sand and gravel and formed in loamy outwash and the underlying gravelly sand and sand or in loamy outwash over the gravelly sand and sand
- 4 Genesee-Sloam Association: Deep, well drained and very poorly drained, nearly level soils formed in loamy alluvium



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Table 22

Soil Associations for Marion County and Perry Township

<u>Soil Association</u>	<u>Percent of Marion County</u>	<u>Percent of Perry</u>	<u>Limiting Characteristics</u>	<u>Septic Systems</u>
Urban Land-Fox-Ockley	18%	19%	Poor filter, erosion	slight
Crosby -Brookston	40%	23%	Poorly drained, wetness, ponding	severe
Miami-Crosby	30%	34%	Wetness, erosion, ponding	severe
Genesee-Sloan	12%	24%	Flooding, wetness, poorly drained	severe

Sanitary Sewer Systems

The availability of sanitary sewers is a key factor affecting the rate and type of growth in portions of Marion County. In Perry Township, the availability of sanitary sewers is extremely important due to the unsuitability of the soils to accommodate the waste water from a septic system.

A large portion of Perry Township is served by sewers. However, an even larger section is not. All the developed areas, with the exception of the sewered areas, rely on septic sewage systems. This poses a serious problem when combined with the fact that the area's soil types (Crosby-Brookston, Miami-Crosby, and Genesee-Sloan) can not sustain a septic system without intensive maintenance and special design.

The Marion County Soil Survey, completed in 1974, identified the predominance of these soil types in the area and rated them "severe" for septic systems. Crosby - Brookston soils carry severe limitations because of the presence of clay and high seasonal water tables. The clay prevents the natural absorption of the septic water by the soil. A high water table also inhibits absorption by saturating the soil and thus preventing the absorption of the septic water discharge. Both conditions result in the sewage remaining on or near the surface of the ground where it can easily endanger the health of residents.

Miami - Crosby soils are rated severe for septic systems because of wetness and erosion. The Crosby component of this soil type has problems similar to those mentioned above. When Crosby is combined with the rolling and sometimes steeply sloped Miami soils, ponding water will occur in the depressions after a storm. The surface water will saturate the soils and inhibit the absorption of the septic system effluent.

The final soil type, Genessee - Sloan, has a severe rating for septic systems because of its location in floodplain areas near creeks. If flooding occurs, septic systems will fail. As the water recedes it will transmit the sewage into the nearby creek and eventually into the White River.

The southwestern portion of Perry Township has the potential to become a prominent source of water for the City of Indianapolis. There is a vast supply of underground water located in this area. As a result any sewage that is not completely absorbed by the soil could easily enter the ground water and contaminate the future Indianapolis water supply.

A logical solution to this problem is the extension of the Indianapolis Public Sewer System. This is being done where it is economically feasible to extend the existing service.

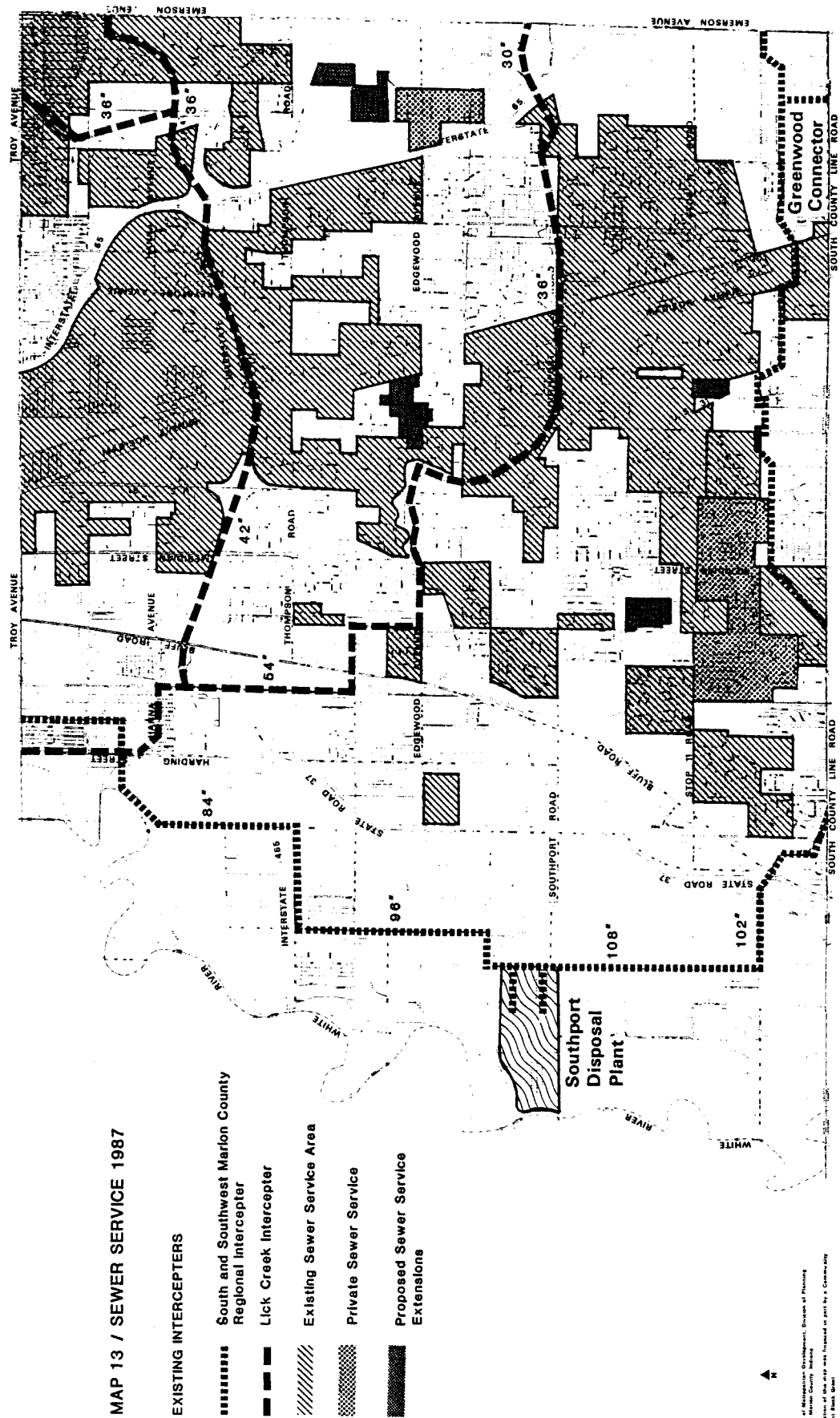
The Department of Public Works recently conducted a study which identified through the use of infrared photography, areas where the likelihood of septic system failure was high. In Perry Township 30 areas were identified. Of the areas, four are presently being proposed for sewer extensions. These areas are: South Haven, Meadows/Briarwood, Southern Heights/Sunny Breas and the Fawn Run area. The other 26 areas will probably need sewer service in the future. See Map 13

One of the main problems of providing sewers to existing residential areas is the expense that each residence must bear when hooking up to a new sewer system.

Because of the transition costs, the more residents that have already paid for a septic system, the more difficult it will be to convert the area to sewer service. Despite this fact new septic system permits have been issued in Perry Township at rates of 19 in 1986 and 17 in 1987.

The final concern when considering sewer service in the area relates to the area's desirability. Development pressures already exist in the area, and if the situation is allowed to continue as it has, water pollution could decrease the desirability (and the value) of the existing residential properties. Secondly, sewer service does not necessarily increase development pressures.

This situation should not be allowed to continue as it has -- the consequences could be too severe. However, it is not enough to simply ban future septic permits without providing a viable alternative. The area is too popular and the development pressures too strong to fail to provide a means by which Perry Township can continue to grow in a healthy and safe manner.



Drainage System

According to the Indianapolis Department of Public Works (DPW), inadequate drainage outlets constitute the major surface water drainage problem in Perry Township. This problem occurs as runoff from melting snow or heavy rain carries silt and debris into the Township creeks. As erosion increases, the creeks fill in and are unable to accommodate the runoff. Reductions in drainage creek capacity cause road and basement flooding as well as surface water ponding.

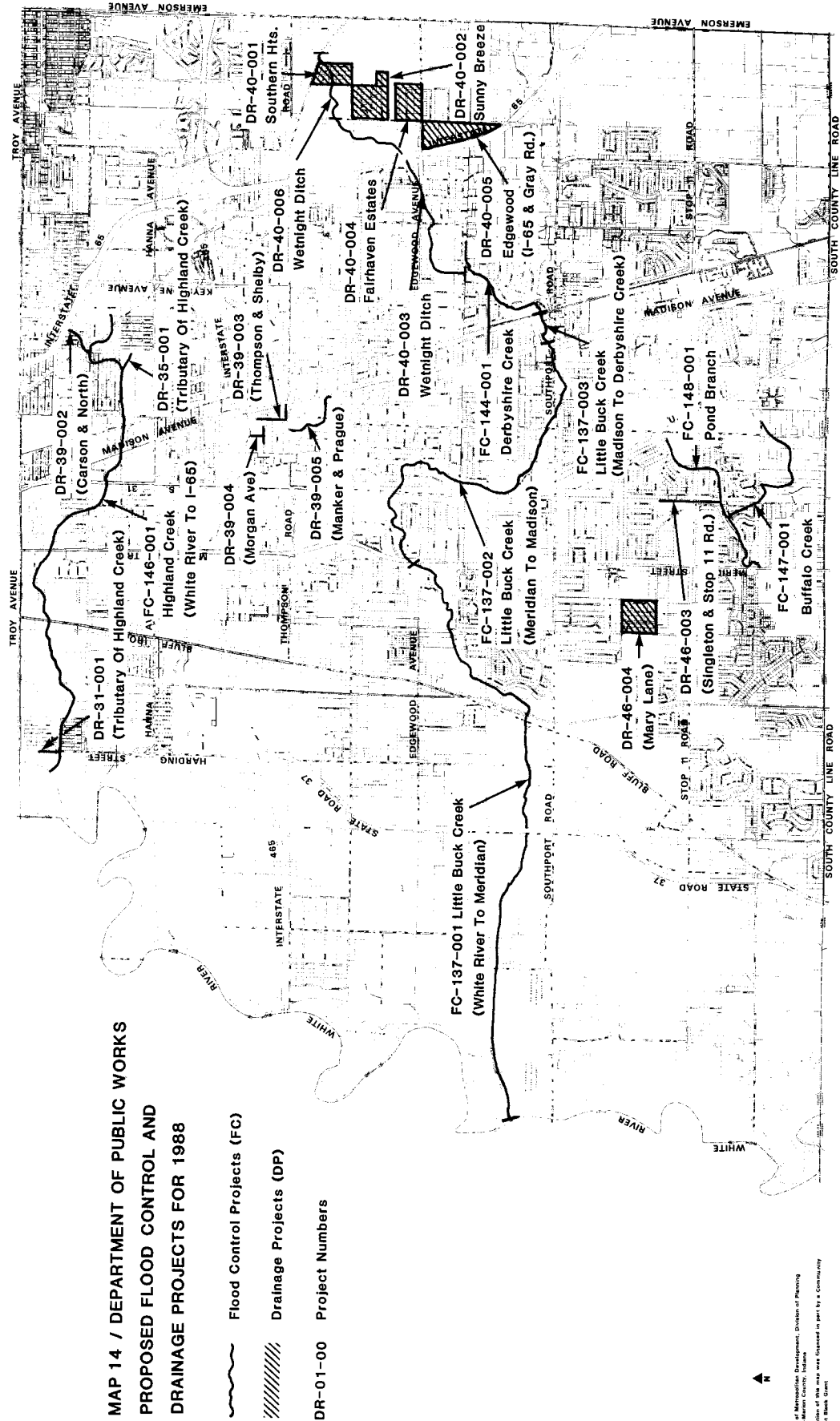
Although some erosion occurs naturally, the amount of natural erosion is not enough to cause the current drainage problem. A major part of the problem occurs in developing areas when developers clear the natural vegetation, change the topography of the land, and expose large areas of soil to the elements. In Perry Township, where a large proportion of the soil has poor absorption capabilities, this increases the amount and the velocity of runoff as well as the amount of erosion that occurs.

Steps should be taken in the future to reduce the development practices that cause high rates of erosion. The natural vegetation in an area should be maintained wherever possible to reduce the impact of falling rain thereby reducing the velocity of runoff and the accumulation of sediment. When the preservation of natural vegetation is not possible, only small areas should be disturbed at any given time to reduce total soil exposure. After exposure, it is important to refoliate an area as soon as possible to reduce the time in which erosion is allowed to occur.

Erosion of streambanks and channels can be reduced through vegetation and grade reduction. Drainage ditches can also be curved as much as possible to reduce the velocity of the runoff.

In addition to the erosion problem caused by development, Perry Township's drainage problems are increased because the storm sewer system is often connected to the sanitary sewer system. A heavy rainfall often overloads this dual system to the point of failure. As a result, not only will storm drains back up causing street and basement flooding, but the system failure may also cause sewage-related health problems.

In order to help solve this problem, the City has recently issued a \$50 million bond to construct drainage projects (along with street repairs) throughout Marion County. There are currently 21 projects in Perry Township - more projects than any other township in Marion County. Five of these projects are aimed at correcting flooding problems along Highland Creek and Little Buck Creek. The other 16 projects are to alleviate resident's complaints along Wetnight Ditch, Pond Branch, Buffalo Creek, and thirteen residential subdivisions (see Map 14).



Department of Transportation, Department of Planning
 Department of Public Works, Department of Planning
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There are also nine proposed drainage projects in Perry Township. These nine proposed projects resulted from numerous residential complaints and will cover the areas of Coffey and Sumner, Sumner and Shelby, State and National, Sumner and Rural, Dearborn and National, Stover and Camden, Banta and McFarland, Railroad Road/Fletcher, Churchman and along part of Little Buck Creek. If approved, work will start on these projects next year. (see Map 15).

NOTE:Erosion information from the Urban Development Planning Guide, The Hoosier Heartland Resource Conservation and Development Council, Inc., Indianapolis, Indiana, 1985, pp. 1-7.

Utilities

Gas Service

All major developments in Perry Township are currently served by Citizens Gas and Coke Utility. (see Map 16)

Service can easily be extended to any new developments throughout the Township by extension of the existing service network.

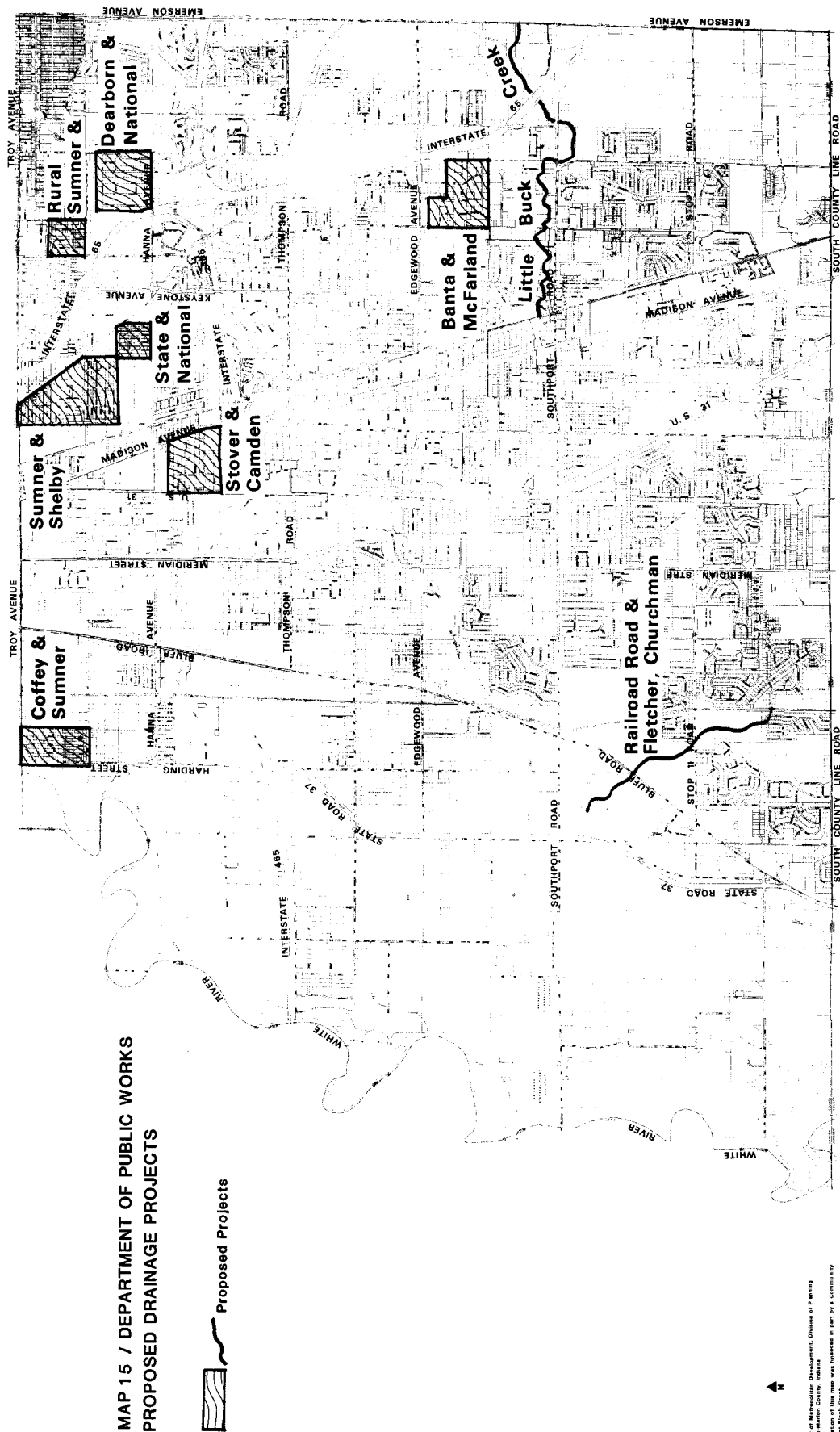
Electrical Service

Electrical service is provided by Indianapolis Power and Light and is available throughout Perry Township. Every development in the Township benefits from electrical hookups and electrical service is not a limiting factor in the Township's development.

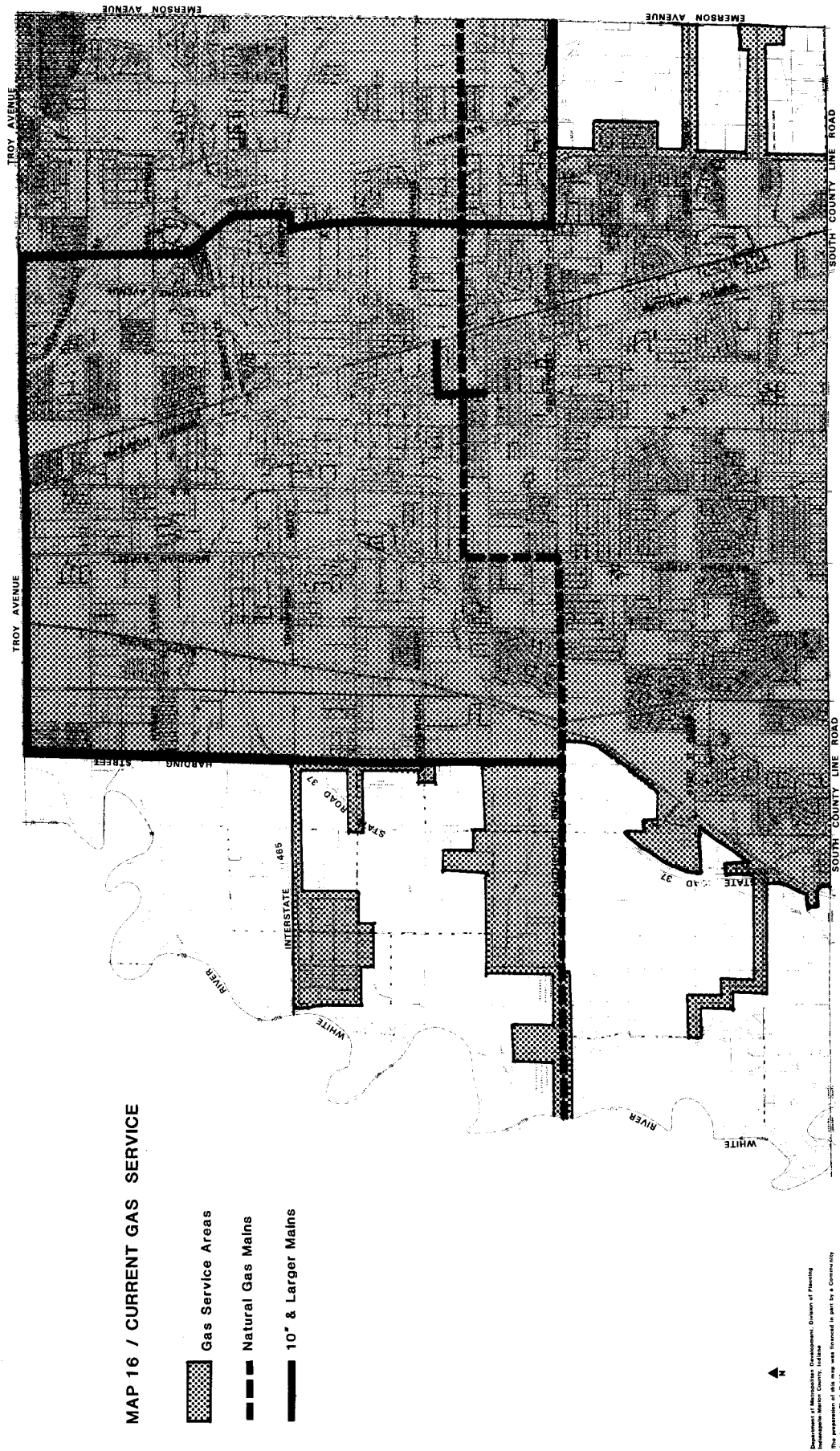
Water Service

The Indianapolis Water Company currently serves the majority of development east of Bluff Road including the commercial areas along US 31 and Madison Avenue. The remaining developed areas of eastern Perry Township, primarily those along the Franklin Township line, are still using well water. However, if the need or desire for water service develops in these areas, they could easily be served with only minor extensions of the existing water lines. (see Map 17)

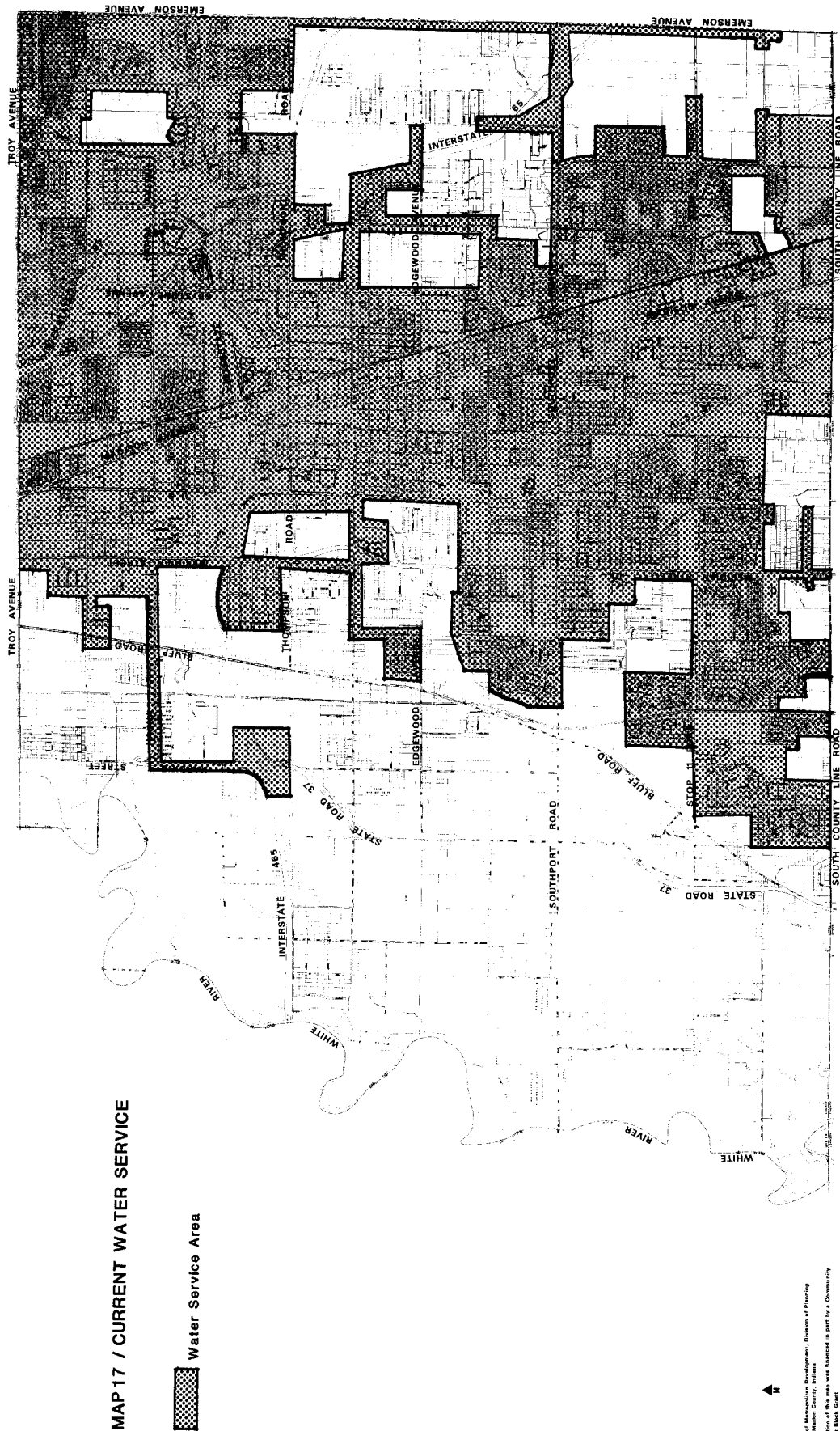
The area west of Bluff Road, except for the area near the interchange of I-465 and State Road 37, relies entirely on well water for its water supply. The area west of Bluff Road is still too sparsely developed to make water service cost effective at this time.

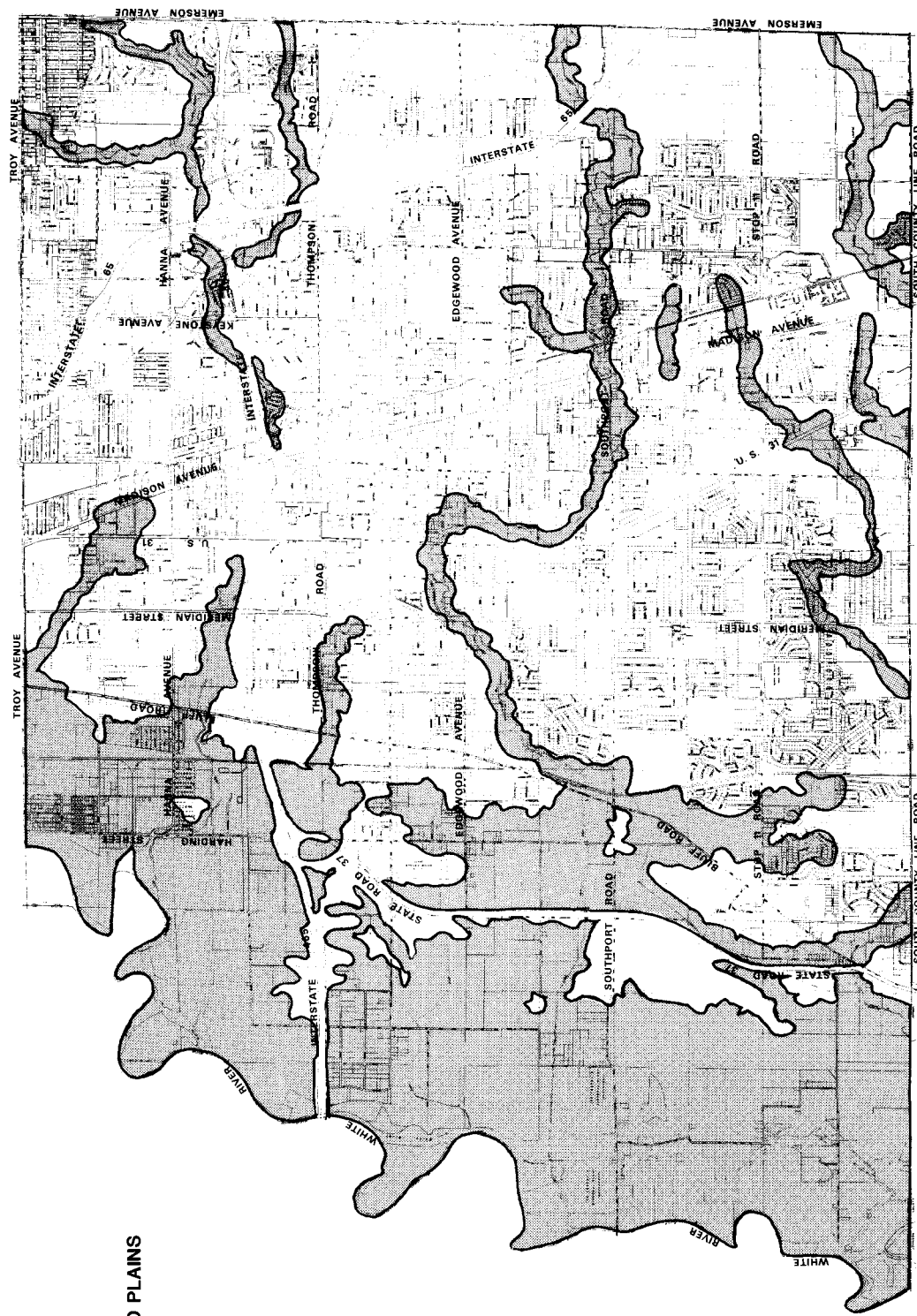


Department of Metropolitan Development, Division of Planning
This map was prepared as part of a Community
Development Block Grant



Department of Metropolitan Development, Division of Planning
Independent Region County, Indiana
This information was prepared in part by a Countywide
Comprehensive Planning Study





MAP 18 / EXISTING FLOOD PLAINS

Prepared by: Department of Planning
The preparation of this map was funded in part by a Community
Development Block Grant

Chapter 9

PROJECTED CHARACTERISTICS OF PERRY TOWNSHIP

One of the purposes of this document is to provide a picture of Perry Township's future in terms of its socio-economic characteristics. This section includes the estimation of population and employment within Perry Township by utilizing land use maps, housing starts and losses data, and various U. S. Census materials. Using these sources, projections of social and economic indicators were made to create an image of Perry Township as it would exist if it were fully developed as recommended by the 1984 Comprehensive Plan. These projections are also based on the assumption that all existing uses and buildings on developed land would remain intact.

The residential element of Perry Township's future will be presented through estimates of future housing stock, number of households, and total population. The commercial element will be revealed via projections of office and retail employment, total acreage of land committed to office and retail uses, and the total square footage of building space devoted to those uses. Projections of industrial employment and land use will be similarly presented.

Methodology

The first step taken to generate the following forecasts was to determine the acreage devoted to existing land uses through the interpretation of aerial photographs. The land use information was transposed onto township maps, and the total acreage committed to each land use classification was calculated. The land use estimates were then determined by adding the recommended land use acreage for all the remaining vacant parcels, as presented in the 1984 Comprehensive Plan. The underlying assumption, therefore, is that all undeveloped land will develop in accordance with the 1984 Comprehensive Plan. A more detailed description of the methodology employed for this section is available upon request.

The residential element of these projections was determined by multiplying the 1985 existing housing density (average number of units per acre) for both the single-family and multi-family categories to the corresponding acreage of vacant land planned for each. Thus, an estimated future increase in number of units for each category was calculated. The sum of the estimated change and the total number of existing units provides us with a projection of total single-family and total multi-family housing units at the point of full development for Perry Township.

The future commercial and industrial characteristics of Perry Township were estimated by applying an assumed average building square footage per acre to each category's total acreage. The figure was determined for Pike Township last year, and was judged

to be a reasonable approximation of the average figure for Perry Township. The total number of undeveloped acres recommended for office, retail and industrial use by the 1984 Comprehensive Plan were then converted to square footage of built-up space. The 1985 density (building square footage per acre) of existing commercial and industrial development was assumed to remain constant. These projections of total building space then provided a basis from which to estimate future employment.

Residential Characteristics

If Perry Township were to realize full development in the manner suggested by the 1984 Comprehensive Plan, it would experience a 151% increase in total housing units over 1985. By comparison, the actual rate of increase for the most recent ten year period for which data is available (1977-1986) was 13%, from 26,496 units to 29,801 units. Using the methodology described above, Perry Township could absorb another 47,900 units, while maintaining current densities, under the full development scenario presented by the 1984 Comprehensive Plan.

The proportion of the housing stock which would be made up of multi-family housing would increase from 38% in the 1985 estimate to 52% in the case of full development, meaning the current plan favors multi-family development in Perry Township. The Comprehensive Plan would allow for an additional 17,099 units of single-family and 30,185 units of multi-family. The proportion of total units which would be single-family therefore would decrease from 62% to 48%.

An estimate of total households in Perry Township is determined by multiplying the number of housing units by an assumed occupancy rate of 94% (based on the actual occupancy rate in Marion County for 1986, as reported in the 1986 Housing Production Report). According to the U. S. Census, 29,090 households resided in Perry Township in 1980. The land use studies of Perry Township indicate that in 1985, that figure had risen 5.6% to 30,717 households. At full development, the number of households in Perry Township would increase another 151% to 74,838 households.

Total population for Perry Township in a state of full development would amount to 168,385 persons (74,838 total households multiplied by an assumed average of 2.25 persons per household). This would constitute a 112% increase over the 1986 U. S. Census estimate of 79,250 persons.

Commercial Characteristics

Full or total development as presumed by the 1984 Comprehensive Plan would result in an increase in commercial property of 544 acres over the 1985 total of 903 acres. Retail, which is assumed to account for 90% of Perry Township's total commercial land, would realize a 59% increase, from 825 acres in 1985 to 1314 acres at full development. Offices would occupy an additional 54 acres of land, a 69% increase over the 1985 level. In terms of building square footage, retail commercial would experience a 59% increase from 6,893,000 square feet to 10,987,000 square feet, while office use would post a

similarly significant gain of 69% from 790,800 square feet to 1,340,000 square feet. Therefore, at full development, a grand total of 12,327,000 square feet of commercial building space would occupy 1,447 acres of commercial land in Perry Township - an increase over the 1985 figure of 60%.

The biggest difference in acreage between the 1985 estimated land use and the projected full development scenario depicted by the Comprehensive Plan occurs in the industrial land use category. 1898 acres of land were planned for industrial use, but not yet developed, while only 370 acres were in use industrially as of 1985. Under the 1984 Comprehensive Plan's full development scheme, the addition of these lands would boost Perry Township's industrial base 513% above 1985 levels in terms of developed acreage. Square footage of building space would also increase 513% from 3,290,000 square feet to 20,169,000 square feet.

As the acreage devoted to commercial and industrial uses increases, Perry Township's employment will also increase. Employment densities of one, two, and three persons per 1,000 square feet for industrial, retail commercial, and office commercial respectively were assumed. By multiplying each of these assumed densities by its corresponding estimated future building square footage, an estimate of additional employment in Perry Township is calculated for each category. The estimated 1985 employment for each classification was then added to the projected increase; and, those figures, along with an estimate of employment in miscellaneous public use categories, were summed in order to derive a projection of total employment for a fully developed Perry Township. Total employment in Perry Township would rise therefore from 19,971 persons in 1985 to roughly 46,000.

RATE OF DEVELOPMENT

The projected residential and commercial full development characteristics of Perry Township were based on the fixed number of acres and the recommendations contained in the adopted Land Use Plan. By applying densities and types of development historically found in Perry Township to the fixed number of total acres, a development mix was projected with a reasonable degree of certainty. Forecasting the following rates of development was done with somewhat less certainty.

Housing

To prepare a housing development rate, the 1960, 1970, and 1980 U.S. Census information was combined with the 1985 Perry Township housing inventory previously estimated. Using these data, three housing production (or development) rates were derived:

- 25 year rate (1960-1985) 785 units/year
- 15 year rate (1970-1985) 628 units/year
- 5 year rate (1980-1985) 457 units/year

By applying these rates to the additional 47,914 units projected for full residential development of Perry Township, three possible development horizons were established:

- 47,914 units divided by 785 units/year = 61 years (year 2046)
- 47,914 units divided by 628 units/year = 76 years (year 2061)
- 47,914 units divided by 457 units/year = 105 years (year 2090).

The range of years for full residential development of Perry Township is projected to be from 61 to 105 years; that is, total residential development of Perry Township, (given that future development rates will fall between 457 and 785 units per year) should be reached sometime between 2046 and 2090 AD.

Commercial

The rate of development for commercial land was formulated by averaging the square footage of office and retail construction in Perry Township for the years 1981 through 1985. On the average, 396,079 square feet of commercial building space was added to Perry Township's total each year. By dividing this annual average into the additional 4,543,200 square feet of commercial development required to reach the full commercial development anticipated by the 1984 Comprehensive Plan, an estimated full development time horizon of 12 years is calculated. Assuming that recent rates of commercial development remain relatively stable over the next decade, full commercial development of Perry Township is projected to occur by 1997.

Industrial

The projected development rate and full development horizon for Perry Township's industrial sector were calculated in the same manner as the commercial projection. On average (based upon 1982-1986 data), 31,281 square feet of industrial construction occurred annually. By dividing this number into the estimated 16,879,000 square feet of industrial development still planned for Perry Township, it is determined that complete development would not occur for another 500 years. This extreme horizon forecast results from the assumption that the 1982 through 1986 industrial development rate will continue, and because much of the planned industrial acreage is actually aggregate mining land not currently suitable for development.

Conclusion

Given the current Comprehensive Plan, the basic assumptions outlined previously, and recent development trends, Perry Township can expect to feel increasing pressure to

rezone for commercial use parcels which are not currently planned for commercial development. Also, more viable property should be made available for industrial development, particularly land which has better interstate access, better drainage and an undisturbed soil strata. Regardless, old aggregate mining properties should be reclaimed as soon as possible to improve their marketability. Residential development should continue to predominate however.

Finally, the previous discussion does not imply that development will occur according to the prescribed pattern set out by the 1984 Comprehensive Plan. Neighborhoods and Townships are continually responding to new demands, physical changes in areas, and changes in economic conditions.



ELECTED OFFICIALS William H. Hudnut, III, Mayor

City-County Council:

Dr. Philip Borst, At Large	Ray R. Irvin, 21
Rozelle Boyd, 11	Paul H. Jones, 10
David M. Brooks, At Large	David P. McGrath, 20
Richard F. Clark, 13	Mary Bridget Moriarity, 15
Dwight Cottingham, 18	Beverly Mukes-Gaither, AL
Beulah Coughenour, 24	Stuart W. Rhodes, 7
Carlton E. Curry, At Large	William G. Schneider, 3
William A. Dowden, 4	Julius F. Shaw, At Large
Allen L. Durnil, 14	Beurt R. SerVaas, 2
Kenneth W. Giffin, 19	John Solenberg, 5
Gordon C. Gilmer, 1	Betty Stewart, 12
Jeff Golc, 17	Stanley P. Strader, 23
Harold Hawkins, 16	Stephen R. West, 6
Holley M. Holmes, 8	Susan Williams, 22
Glenn L. Howard, 9	

METROPOLITAN
DEVELOPMENT

METROPOLITAN DEVELOPMENT COMMISSION:

Dr. Lehman D. Adams, Jr., DDS.	Mary Ann Mills
George M. Bixler, Jr.	Michael Rodman
James J. Curtis	Robert Samuelson
Michael J. Feeney	James Wade, Jr.
Lois Horth	

DEPARTMENT OF METROPOLITAN DEVELOPMENT

M.D. Higbee, Director

Stuart Reller, Administrator, Division of Planning

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John Neal, Principal Planner
Larry Carroll, Principal Planner
Bill Abrams, Principal Planner
Mike Peoni, Senior Planner
David Cleaver, Senior Planner
Tom Beck, Planner
Mike Kay, Planner
Robert Hoke, Intern
Mike Scime, Intern
Sonja Lalor, Secretary
Phil Pettit, Drafting Superintendent
Darrell Walton, Draftsman
Kenneth Pearcy, Print Shop Manager
George Jacobs, Printer
Burton Carter, Printer